

## V. LAND USE/TRANSPORTATION DIAGRAM

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## V. LAND USE/TRANSPORTATION DIAGRAM

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### V. LAND USE/ TRANSPORTATION DIAGRAM

While the Land Use/Transportation Diagram is most visibly and easily identified as the General Plan, it is only a part of the General Plan. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the inextricable link between land uses and the transportation network.

This section begins with a discussion of five key areas of San José, the Downtown Core Area, the Area Development Policies, the Golden Triangle Area, the Transit-Oriented Development Corridors and the Housing Initiative Area. In addition, this section amplifies the meaning of the various land use and transportation designations which appear on the Diagram. It also includes the Discretionary Alternate Use Policies which define cases in which uses other than those designated on the Land Use/Transportation Diagram may conform to the General Plan. The Scenic Routes and Trails Diagram is an integral part of the General Plan but is included in the text and separated from the Land Use/Transportation Diagram for ease of understanding. This Diagram shows Landscaped Throughways, Rural Scenic Corridors and Trails and Pathway Corridors which are discussed in the Scenic Routes and Trails and Pathways goals and policies. ■

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### SPECIAL STRATEGY AREAS

#### Downtown Core and Frame Areas

The "downtown" of a city is traditionally a major center for employment and commercial activities, often supported by high density housing. It is also the city's central location for cultural and recreational activities, a place where people can meet and satisfy the human desire for social interaction. An established downtown serves as a focal point for business and vacation travelers and thus improves a city's economic and cultural image. The difference between a suburban community and a great city can be distinguished by the presence of a vital downtown.

In San José, the City's Downtown Revitalization Strategy establishes a long-term commitment to development of a downtown urban environment where the highest social, cultural and economic achievements of city dwellers can find expression. The Downtown Revitalization Strategy is intended to revitalize San José as a whole by promoting new investment and business opportunities and renewing older businesses. In order to realize the aims of the Revitalization Strategy, future downtown development in San José is directed by the Downtown Strategy Plan.

The Downtown Strategy Plan guides development in the Downtown Core and Frame Areas through the year 2010. The major goals of the Strategy Plan include: attracting new retail development as well as retaining existing retail downtown, emphasizing the need for downtown housing, developing corporate office headquarters downtown, continuing to locate major hotel development in the downtown, and providing downtown civic and cultural facilities. Integrating the adjacent San José State University community within the

downtown fabric is also an integral element of the Downtown Strategy Plan.

The Downtown Strategy Plan concentrates on the core of the central business district and the neighborhoods that frame it. The Downtown Core Area is bounded by Coleman Avenue/Julian Street/St. James Street to the north, 4th Street and Civic Plaza to the east (Civic Plaza area is bounded by East St. John Street to the north, 7th Street to the east and San Fernando Street to the south) to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west. The Frame Area is generally bounded by Taylor Street to the north, 11th Street to the east, Keyes/Willow Streets to the south and the Southern Pacific Railroad tracks/The Alameda to the west. Map 3 depicts both the Core and Frame Areas.

The Downtown Core is a primary employment center in the region, especially for financial institutions, insurance companies, government offices, service functions, and businesses related to conventions. The Downtown Frame consists mainly of close-in neighborhoods that vary ethnically, economically, and socially. The Core is linked to the rest of the City by major streets that run through the Frame.

The Downtown Strategy Plan continues the revitalization of San José's Downtown Core Area that was begun in the last decade. Creating new development opportunities and additional jobs, expanding cultural, convention, and entertainment activities, and reinforcing the strong urban image and identity established for the San José Metropolitan Area contribute to this continued revitalization effort. Downtown San José should provide a source of identity to the community and a nucleus for various community activities. It should also be an attractive place where people want to go and to which they have convenient access.



## SPECIAL STRATEGY AREAS

### Downtown Core and Frame Areas

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Downtown San José should continue to be developed on a human scale with an environment which places the highest value on people.

To reach these goals, the City's Downtown Strategy Plan identifies a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate. Development standards for downtown encourage pedestrian use and conversely discourage automobile-oriented uses. High-rise development in the downtown creates a dramatic skyline for the City, making downtown a destination rather than a through corridor for traffic trips; thus, urban design policies favor downtown as the location for high-rise office and residential development. Whenever possible and appropriate, mixed use development incorporating a commercial, office, residential mix is encouraged in the Downtown Core and Frame areas.

New office development provides the base of economic support for retail business and housing in and around the downtown. Sites designated for future corporate headquarters take advantage of amenities such as the Guadalupe River Park, the Convention Center, the San José Arena, the Retail Pavilion and Plaza Park. Attracting corporate headquarters in the downtown is an important goal of the Downtown Strategy because it helps to establish the downtown as the capital of Silicon Valley. The primary locations for new office development will be in the downtown redevelopment areas, particularly in the San Antonio Project Area; however, infill office development is expected to occur throughout the Downtown Core Area.

The Downtown Revitalization Strategy does not envision the Core Area to develop as a traditional downtown regional shopping

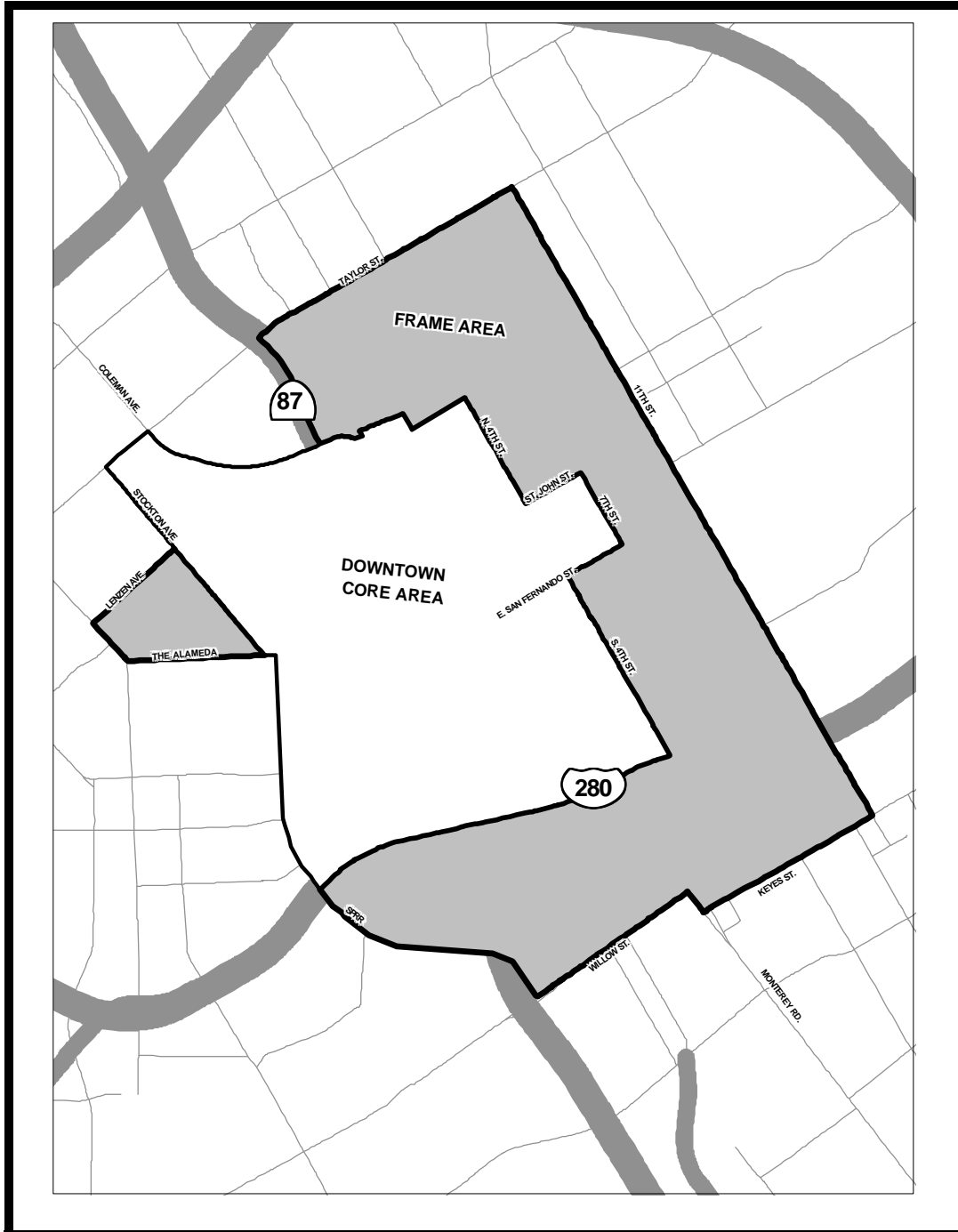
center because the area is already surrounded by eight regional commercial centers within a seven mile radius. The intent of the retail strategy for the downtown is to develop new businesses while retaining existing ones.

The Downtown Strategy Plan recognizes that retail business is central to the downtown's function and image. The Plan calls for the creation of new opportunities for retail development that will attract more people downtown and revitalize existing retail establishments. The downtown retail market is well-suited to accommodate restaurant, entertainment, specialty and convenience center uses designed to serve employees and visitors to office, university, and entertainment centers.

Residential development in the downtown will play a major role in the long range redevelopment of the Core Area. A residential population in the downtown is essential to promote the concept of a "24-hour" downtown that retains its vitality after the workday hours. The long-term success of the downtown depends on the availability of diverse housing to meet community needs. Residential high-rise development at high densities is encouraged in the downtown wherever possible. Preserving the scale and character of outlying area, is also essential to the Downtown Strategy Plan. Since the downtown already has a disproportionate share of lower income and subsidized housing relative to the remainder of the City, such uses are discouraged from locating in the downtown. The Downtown Strategy Plan identifies specific clusters of sites for housing or mixed uses; however, other locations within downtown may also be suitable for housing.

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Map 3. Downtown Core Area and Frame Area Boundaries



Source: Department of Planning, Building and Code Enforcement

A wide variety of entertainment activities are also vital to the "24-hour" downtown. Certain entertainment uses (including nightclubs, dance halls, and comedy clubs) may be incompatible with residential development and may benefit from being located in close proximity to one another. Specified entertainment activities should be located within the Downtown Core Area on sites designated Core Area Commercial provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

The provision of cultural facilities within a concentrated area is deemed as critical to the overall downtown redevelopment effort as is residential development. The Children's Discovery Museum, the Technology Museum, and other public uses adjacent to the Guadalupe River Park create a nucleus for urban commerce and culture. Areas designated General Commercial along major corridors of the Frame Area are planned for commercial uses that support the Downtown Core Area. Uses envisioned for these areas include hotel, motel and other commercial uses supportive of the Downtown Revitalization Strategy. An expanded convention center will provide support for cultural facilities and will, in turn, be supported by high quality hotel facilities. Commercial land use policies favor downtown as the location for major hotel development.

Many of the older buildings in the downtown reflect the culture and history from which the downtown was born. Consistent with City historic preservation policies, future development must be sensitive to the historic character of these structures and should be designed to enhance these important reminders of the City's past. Where practical, cohesive districts of historically significant structures should be formed to preserve the historic fabric of the area; and,

whenever possible, individual structures should be preserved and integrated into future development. The Downtown Strategy Plan identifies a distinct historic and cultural district in the area surrounding the Fallon House on St. John Street.

Planning for open space in the downtown is based on an urban park concept, utilizing streetscape design along major vehicular and pedestrian corridors to link landscaped open spaces, paseos and the Guadalupe River. Street improvements to facilitate pedestrian traffic are emphasized. A gateway design treatment is planned to signify arrival at major entry points into the downtown.

The circulation concept for the Downtown Core is based upon reducing through-traffic, encouraging pedestrian activity, and providing long-term peripheral parking lots that will divert traffic from high activity areas. Downtown serves as the hub for the County's bus and light rail transit systems. Traffic congestion problems in the downtown will continue to exist, however, due to the intensified land use that accompanies major city centers. Since the downtown area has unique traffic circulation problems and opportunities, the Downtown Core Area is exempted from the City's Transportation Level of Service policy.

### **Area Development Policies**

The General Plan provides for the consideration of area development policies to establish special traffic level of service standards for a specific geographic area. These policies control the timing and intensity of development in coordination with the capacity of the transportation system. The City of San José has established Area Development Policies for Evergreen, North San Jose, and Edenvale, and has established a Transportation Development Policy for the US-101/Oakland/Mabury corridor. The US-101/Oakland/Mabury

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Transportation Development Policy serves the same purpose as an Area Development Policy.

### **US-101/Oakland/Mabury Transportation Development Policy**

The US-101/Oakland/Mabury Transportation Development Policy was adopted on December 18, 2007 to support planned transit-oriented development in the US-101/Oakland/Mabury Road corridor. The Transportation Development Policy identifies freeway interchange improvements needed to accommodate future development and does not have specific area boundaries. The intent of the policy is to identify the appropriate interchange improvements, to allow development to proceed ahead of the improvement, and to require payment of a traffic impact fee by new development based upon the traffic analysis for the new development. The Level of Service (LOS) of a few intersections within the corridor will experience interim congestion below LOS D before the completion of the freeway interchange improvements.

### **Evergreen Development Policy**

The Evergreen Development Policy (EDP) was originally adopted in 1976 to address the issues of flood protection and traffic capacity in Evergreen. The policy applies to all property in the area located south of Story Road and west of the Bayshore Freeway (State Route 101). This policy was based upon City analyses done in 1974 and 1975 which concluded that transportation and flood protection deficiencies constituted substantial constraints to development in Evergreen. The policy ensures that the total number of existing dwelling units, plus those which have zoning, tentative map, or site development approval would be regulated to maintain an average Level of Service “D” capacity for the screenline intersections. The revisions to this policy in 1995 provide the

policy framework for the buildout of Evergreen. The policy specifies a residential development potential for the policy area and identifies the required transportation system improvements to support this buildout.

### **North San José Area Development Policy**

North San José is one of the premier industrial areas of the City and policies that promote industrial development are a critical to maintaining a healthy balanced economy for San José. In response to specific regional traffic issues affecting North San José, the City adopted the North San José Area Development Policy to limit new development within the Policy area. The area where this policy applies generally matches the boundaries of the Rincon de Los Esteros Redevelopment Area and includes all property within the City located north or west of Interstate 880 and south of Highway 237. The details of this policy are discussed below in the Golden Triangle Area.

### **Edenvale Area Development Policy**

The Edenvale Redevelopment Area has experienced high levels of development growth. On June 20, 2000, the City Council adopted the Edenvale Area Development Policy and later adopted modifications to the policy on November 21, 2000 to support continued development of this industrial area and promote a reverse commute. The Area Development Policy addresses only development anticipated in a portion of the Edenvale Redevelopment Area that is located east of Highway 101, commonly called New Edenvale. The intent of the policy is to allow up to 5 million square feet of new industrial development and permit this development to proceed ahead of transportation facilities improvements. The gateway transportation facilities improvements have been identified and funded, and are expected to be completed by

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### Transit-Oriented Development Corridors and BART Station Area Nodes

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2004. The Level of Service (LOS) would then improve to a level that is better than or equivalent to the existing background conditions.

#### **Transit-Oriented Development Corridors and BART Station Area Nodes**

Transit-Oriented Development Corridors and BART Station Area Nodes are areas designated by the City as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these areas are centered along existing or planned light rail transit (LRT) lines and/or major bus routes and at future Bay Area Rapid Transit (BART) stations. Transit-Oriented Development Corridor boundaries are not precisely defined but, in general, particularly during the early stage of intensification, the corridors are intended to include sites within approximately 500 feet of the right-of-way of the corridor's central transportation facility or within approximately 2000 feet of an existing or planned LRT station. The planned LRT lines include those contained in the VTP2020 Transportation Plan. The VTA is conducting a series of land use and other studies along the planned LRT lines. The City will use this information in its future planning efforts to ensure that transit use and land use patterns support each other.

BART Station Area Nodes are areas defined by a circle with a radius of 3,000 feet from a planned BART station. While San José currently has existing heavy rail stations (e.g., Caltrain and ACE commuter rail), the stations with remaining development potential are generally within specific plan areas. These specific plans provide particular direction for land use development, transit orientation, and pedestrian connectivity. The proposed BART station areas also warrant specific development direction, as described later in this section.

The general purpose of the Transit-Oriented Development Corridors and Station Area Nodes is to acknowledge the natural tendency toward development intensification in prime urban areas and to channel that development into areas where the intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods. In order to preserve the limited opportunities for intensive development, including high density residential and mixed use development, within the corridors, development types and patterns that do not support transit use or do not maintain an urban form consistent with the intent of this strategy are strongly discouraged.

As the City of San José continues to mature and develop, it must make the most of the limited resources it has available to provide the housing and urban services necessary to accommodate the City's anticipated growth.

The City must also seek to preserve its natural amenities, such as open space, and to reduce the potentially adverse impacts of growth on air quality and traffic congestion in order to maintain a high quality of life. An important method for accomplishing these goals is to encourage substantially higher than average intensities of development near major transportation facilities, especially light rail lines and BART stations, within the City's existing Urban Service Area. Rail facilities and major bus routes form the framework of the Transit-Oriented Development Corridors.

The Transit-Oriented Development Corridors and Station Area Nodes are important means for the City to achieve key General Plan objectives including vigorous economic growth, more affordable housing opportunities, shelter for a growing population, increased transportation capacity through increased transit use, efficient delivery of urban services, and a solid fiscal

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base for the City. Development along the Transit-Oriented Development Corridors and Nodes will help support the revitalization of Downtown by making it easier for new residents to work, shop or seek entertainment Downtown. New economic development is also encouraged along the Transit-Oriented Development Corridors and Station Areas Nodes to support new residential development and provide new job opportunities. Intensification can also help preserve open space by using land more efficiently and reducing the pressure to develop existing open space.

The Land Use/Transportation Diagram lists six key Transit-Oriented Development Corridors where higher intensities of development are encouraged consistent with the goals and policies of the General Plan. These Transit-Oriented Development Corridors are described below. A description of the Nodes follows the Corridors.

### **Guadalupe Corridor**

The Guadalupe Corridor is the first light rail transit line completed in the County. It consists of 20 miles of rail and a series of stations extending from Tasman Drive in the North San José/Santa Clara industrial area south along North First Street to the Downtown transit mall continuing south along Highways 87 and 85 to its southernmost stations located at the intersection of Coleman Avenue and Winfield Boulevard near the intersection of Miyuki Drive and Santa Teresa Boulevard in the Edenvale industrial area. The Guadalupe Corridor is part of a multi-modal transportation system which combines light rail with a freeway and incorporates bicycle lanes along portions of its right-of-way. The light rail lines of this corridor are planned to be extended to the east and west along Tasman Drive to link the cities of Milpitas (east) and Sunnyvale and Mountain View (west). The City has already established a

strategy for intensifying this corridor through the Housing Initiative process (see Special Strategy Area - Housing Initiative).

### **Stevens Creek Boulevard/West San Carlos Street Corridor**

The Stevens Creek Boulevard/West San Carlos Street Corridor is centered on a transit link between western San José and the Downtown and central San José. This Transit-Oriented Development Corridor extends along Stevens Creek/West San Carlos from Stern Drive in the west (near I-280) to Los Gatos Creek to the east. Market driven pressures for greater intensification have already been experienced along this corridor. For the area within the Stevens Creek/West San Carlos Street Corridor that is located west of Winchester Boulevard, auto dealers and other commercial uses should be encouraged and maintained as priority uses. Residential uses are discouraged within this area.

### **Santa Clara Street/Alum Rock Avenue Corridor**

The Santa Clara Street/Alum Rock Avenue Corridor also includes a planned light rail line. This corridor will link a portion of eastern San José to Downtown and central San José. As Downtown continues to redevelop and intensify, this corridor will experience greater demand for intensification and will provide opportunities to reuse older commercial and residential sites.

### **Winchester Boulevard Corridor**

The Winchester Boulevard Corridor is the shortest Transit-Oriented Development Corridor and is not centered along a light rail line. However, it intersects the Stevens Creek Boulevard/West San Carlos Street Corridor and is linked to it by a major bus route. This corridor provides some

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significant reuse and intensification opportunities between Stevens Creek Boulevard to the north and Hamilton Avenue to the south.

#### **Capitol Avenue/Expressway Corridor**

The Capitol Avenue/Expressway Corridor is structured around a future light rail line and would ultimately link large portions of eastern San José with Downtown and central San José. This corridor contains many vacant or underutilized sites suitable for more intensive uses. Intensification within this corridor, however, is expected to occur more slowly than in the other Transit-Oriented Development Corridors; increased residential development along this corridor is more likely to create traffic congestion that will not be completely mitigated by the light rail facility given current transit use projections. Intensification along this corridor will occur as sufficient transportation system capacity can be identified consistent with City Transportation Level of Service policies.

#### **Vasona Light Rail Corridor**

The Vasona Light Rail Transit-Oriented Development Corridor is centered along Southwest Expressway, between West San Carlos Street and South Bascom Avenue, following a portion of the planned Vasona Light Rail route. The currently funded rail line will link Campbell and southwestern San José with Downtown San José and the Guadalupe Light Rail line. The Transit-Oriented Development Corridor includes planned and funded light rail stations at Fruitdale Avenue and South Bascom Avenue. The intent of the corridor is to facilitate new, higher-density housing and mixed use development on several currently underutilized commercial sites. These new developments should be well-integrated with existing residential neighborhoods. Long-range traffic implications are likely to

regulate the pace of new residential development within this Corridor.

#### **Bay Area Rapid Transit (BART) Station Area Nodes**

In November 2001, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the extension of BART to Milpitas, San José, and Santa Clara, as the preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor. The proposed alignment is planned to utilize the existing Union Pacific Railroad right-of-way through northeast San José, until approximately Julian Street and Highway 101, at which point the BART line moves underground through Downtown San José. Station locations have been identified along the route at Berryessa Road, Santa Clara and 28th Streets, and various locations within the Downtown area, including the Diridon Station.

A Station Area Node is a place in the City where a BART transit station is a focal point of the surrounding area. The general purpose of the BART Station Area Nodes is to direct transit-oriented and pedestrian friendly land use development in close proximity to BART stations. BART Station Areas are suitable for higher residential densities, more intensive job generating uses, and mixed use development, which in turn should support BART ridership. The amount of development potential and the intensity of uses are defined by the Land Use/Transportation Diagram. In addition, new development should incorporate a mix of parks, recreational trails, pedestrian linkages, access to transit, and active ground floor uses. Parking garages in particular should incorporate ground floor retail/commercial uses into the design of the structure.

Further study regarding the appropriate type and amount of intensification at the various BART Station Area Nodes may occur in the

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future as the BART project becomes further defined.

### **Berryessa Station Area Node**

The Berryessa Station Area Node is planned for a mix of job generating land uses, high density residential and supportive commercial uses, and parks/open space. The land use designations for the area include Transit Corridor Residential (20+ DU/AC), Medium Density Residential (8-16 DU/AC), Combined Industrial/Commercial, and Public Park/Open Space. The area currently has existing businesses, including the San José Flea Market. As these properties are developed with new uses, residential, commercial and other job generating uses should be coordinated and phased together, so that no one use will be developed separately and in advance of other uses. In particular, residential development should not occur in advance of commensurate job growth.

Careful attention should be given to the compatibility of land uses. Job generating uses (e.g., offices) should buffer any new residential uses from the existing and planned heavy industrial land uses east of Coyote Creek. New residential development at the edge of existing single-family uses should be of a lower density. The greatest densities, preferably within mixed use developments, should be adjacent to the station. The overall residential density at the Flea Market site should be 55 DU/AC. The planned parks should provide an additional buffer between existing and proposed uses as well as providing recreational and open space uses to support the future residential community.

All development should foster pedestrian activity and connections to the BART station, trails, parks, and possible schools. New construction should comply with the

development parameters identified later in this section.

Due to the preliminary nature of the land use planning for the BART Stations, flexibility in the final distribution of the proposed land use designations should be allowed, consistent with the relative proportions of each designation as shown on the Land Use/Transportation Diagram.

### **Santa Clara/28th Streets Station Area Node**

Another station is planned north of the Five Wounds Church at Santa Clara and 28th Streets. Existing uses in this node include the San José Steel site. This site is planned for a new transit-oriented, mixed use urban center. The land use designation for the area is Mixed Use with No Underlying Land Use designation, which includes a mix of Transit Corridor Residential (20+ DU/AC), General Commercial, Public Park/Open Space, and Public/Quasi-Public. This Mixed Use land use designation provides an opportunity to integrate and intensify land uses, and allow for the type of development that is envisioned in the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan (NIP). The Plan calls for new housing opportunities, neighborhood serving retail, services, parks, office buildings and hotels. The NIP also contains guiding principles and development regulations to ensure a transit and pedestrian friendly design. All development in this area should follow the guiding principles and development standards contained in the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan.

### **Downtown Station Area Nodes**

The Downtown area is an urban environment and a place that is appropriate for the intensification of uses. The addition of BART further supports the intensification of



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uses by bringing more people into the Downtown (see Special Strategy Area - Downtown Core and Frame Area for further direction).

The Diridon Station area is within the Midtown Specific Plan Area. Land use and development direction is contained within the General Plan under the Midtown Planned Residential Community.

#### **Evolution of Intensification for Transit-Oriented Development**

The process of intensification is expected to be gradual and the character of the land uses along the Transit-Oriented Development Corridors will evolve over time. The pace of this change will depend on the timing of transit planning and construction. For example, since the Guadalupe Corridor LRT system is complete, the intensification process has already begun and is likely to develop sooner than in the other corridors. Intensification of development in areas surrounding BART Stations, on the other hand, is a long-term land use planning goal.

In general, however, the process of intensification is expected to proceed in stages or levels. The first and second stages of intensification have already begun. During the first stage, as well as for succeeding ones, all development is expected to take an urban form, for instance no front setbacks and buildings of at least two or three stories, to help create a pedestrian and transit-oriented urban environment. Plazas, loggias, and other outdoor or street design features that encourage pedestrian activity are also appropriate. The conventional suburban shopping center form - large setbacks and single story buildings surrounded by parking lots - is inappropriate on sites adjacent to the central transportation facility of the corridor. General Plan amendments or the use of appropriate Discretionary Alternate Use

Policies are encouraged to permit mixed use and residential development in the 25-50 DU/AC range on specific sites within the Transit-Oriented Development Corridors.

The second level of the intensification process begins with the completion of construction plans for the LRT and the scheduling of construction. At planned station locations, General Plan policies allowing higher densities and building heights within 2000 feet of a rail station are applicable, as well as the Transit Corridor Residential (20+ DU/AC) land use designation. Intense mixed use development to support the LRT stations and the pedestrian environment of the corridors is strongly encouraged. The Housing Initiative process (see the Subsection of that name below), which was used so effectively for the Guadalupe Corridor, will be used to identify and evaluate potential intensification sites and to establish a strategy for promoting intensified development.

The third level of intensification would be defined by a specific plan or master plan to be prepared when the LRT plans are in their final planning stages. Specific plans or master plans can address entire Intensification Corridors or portions of these corridors. Such plans would define the "shape," level and character of appropriate intensification and would identify the service needs of the future occupants of the Transit-Oriented Development Corridor as well as analyze the potential effects on existing residents near the corridors. The specific or master plan process could also consider the creation of an area development policy to establish special traffic Level of Service (LOS) standards and to identify appropriate mitigations.

#### **Development Parameters**

Although the evolution of intensification may vary for each Transit-Oriented

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Development Corridor and Station Area Node, certain development parameters will be common to all of them. For instance, the timing of intensification will be limited in part by the ability of the transportation system to support additional development. Development within the Transit-Oriented Development Corridors and Station Area Nodes, as development elsewhere, must be consistent with the transportation level of service (LOS) policies of the General Plan. The planning and development of substantial intensification areas will have to be coordinated with the planning, budgeting, and development of the new LRT facilities as well as any other transportation facilities required for mitigation. Within Transit-Oriented Development Corridors and Station Area Nodes, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development projects are proposed. Intensification may occur rapidly, so that appropriate coordination of the funding and construction of improvements to the Corridor's and Node's transportation facilities will be necessary to support the intensification process.

Since intensification will occur over time as transportation facilities come on line or are more fully utilized and developed, it is important that valuable intensification opportunities not be lost or preempted by development or improvements, inconsistent with the purpose of the Transit-Oriented Development Corridors and Station Area Nodes or which fail to take into account the cumulative traffic impacts of several projects occurring simultaneously within an Transit-Oriented Development Corridor. It is particularly important that new development of any type within the Transit-Oriented Development Corridors should consider existing or future transportation facilities in the orientation and design of proposed buildings and improvements. In general, development proposed on Transit-Oriented

Development Corridor sites should conform to the following policies:

- Development inconsistent with the objectives of the Transit-Oriented Development Corridors and Station Area Nodes, for instance low intensity uses (e.g., one and two story office buildings), low density residential , and auto related uses (e.g., surface parking lots, automobile sales lots, stand alone big box retail, etc.), should be avoided particularly within 2000 feet of an existing or planned LRT station. The area within the Stevens Creek/West San Carlos Street Corridor that is located west of Winchester Boulevard is distinct from many of the other areas within Transit-Oriented Development Corridors and Station Area Nodes in that auto dealers and other commercial uses have been established as the priority uses and should be encouraged and maintained in this area of Stevens Creek Boulevard; residential uses are discouraged within this area.
- Residential development should occur at the higher end of the allowed density ranges and should typically be at least 40 DU/AC in the Transit Corridor Residential (20+ DU/AC) and Residential Support for the Core (25+ DU/AC) designations.
- New development should be compact, urban in form and designed to make efficient use of existing services and facilities.
- Building fronts and entrances should be oriented to transportation facilities and designed to encourage transit use and create a pedestrian friendly environment.
- Parking lots should not be located between building fronts and entrances and transportation facilities but should

be minimal in size and located to the rear or side of buildings, i.e., away from transit facilities.

- Lower intensity interim uses of sites should be allowed only if the improvements necessary to accommodate the interim use would not interfere with or delay the ultimate intensification of the site.
- Within Transit-Oriented Development Corridors, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development projects are proposed. Coordination of the funding and construction of improvements to the Corridor's transportation facilities with pending development proposals will be necessary to support the intensification process.

The process of intensification should also consider the potential effects of intensification on existing neighborhoods and adjacent uses. Levels of intensification within the Transit-Oriented Development Corridors and Station Area Nodes may need to be limited to avoid inappropriate impacts on adjacent uses. Transit oriented development adjacent to established single-family neighborhoods should maintain height, setback and use characteristics consistent with the Residential Design Guidelines and the Commercial Design Guidelines to help maintain the character of these neighborhoods. For sites which are located in segments of a Transit-Oriented Development Corridor where the effective width is narrow and which are adjacent to a single-family residential neighborhood, densities above 25 dwelling units per acre and buildings higher than two stories may be inappropriate. The scale of intensification should be kept inviting to create an attractive pedestrian ambiance that will draw people

from both within and without the Transit-Oriented Development Corridor.

### **The Golden Triangle Area**

An underlying philosophy of the City's planning program and of this General Plan is that land use planning and transportation planning must be closely integrated. The transportation network links residential areas to commercial and industrial centers. The General Plan integrates the land use and transportation elements into one cohesive policy for the City of San José. It is the intent of the Plan that planned land uses and the transportation network are balanced.

The Golden Triangle Area of San José, largely consistent with the North San José, Planning Area is a unique sub-area of the City from both land use and transportation perspectives. Currently, the majority of the area is devoted to or planned for industrial activities. Three major transportation corridors (Routes 237, 101, and 880) pass through North San José, carrying workers from San José's southern residential areas to the employment centers of Downtown and North San José and to the northern cities of Santa Clara County. This has contributed to severe traffic congestion throughout the northern portion of the County by exacerbating the prevailing regional commute pattern. More than in other parts of San José, achieving a balance between land use and transportation in North San José is dependent on regional, inter jurisdictional solutions because the causes of traffic congestion problems cross city boundaries.

To address these transportation concerns, the City has adopted an Area Development Policy that provides specific guidelines for new development within the North San José area. These guidelines are based on four major strategies:

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- Transportation Demand Management (TDM) techniques which contribute to the reduction of the number of single occupancy vehicles on the roadway system during the peak travel period. TDM techniques include ride sharing and alternative transportation modes such as riding public transit or bicycles and walking.
- Capital improvements which augment the transportation infrastructure within the Golden Triangle Area. Innovative revenue sources are incorporated to fund high priority road, bicycle, pedestrian and transit projects.
- Growth management policies which control development within the Golden Triangle including a policy establishing a limit upon the square footage amount of new non-residential construction.
- Housing construction within the Golden Triangle which brings residents closer to job centers and reduces cross-County commutes. The additional housing units are expected to help support the anticipated employment growth.

This four-point strategy is consistent with and supported by existing General Plan Goals and Policies. These measures to improve traffic levels of service directly implement the Growth Management Strategy and indirectly support the Economic Development Strategy by removing a barrier to industrial development and employment growth.

San José also addresses regional traffic concerns through participation in the Santa Clara County Congestion Management Program, first adopted in 1991. Under the Congestion Management Program, San José is the first city to develop an area-wide Deficiency plan for the Golden Triangle area of San José. Approved by the congestion

Management Agency (CMA) in December 1994, this Deficiency Plan for North San José acknowledges locations of significant traffic congestion and identifies actions and physical improvements to offset traffic impacts due to congestion and supports transit, bicycle and pedestrian alternative commute modes. Future development in North San José will continue to contribute to the implementation of these actions through site-specific design and through contributions to the funding of area-wide improvements.

San José is also participating through the CMA to develop a similar strategy to identify ways to "offset" locations of severe congestion on countywide transportation facilities such as freeways and expressways. This plan, known as the Countywide Deficiency Plan, will identify actions in which all cities will participate to encourage transit and other non-automobile transportation alternatives throughout the County. By continuing to work together, participating cities are implementing solutions for the benefit of all.

### Housing Initiative Area

The San José 2020 General Plan guides new housing development to urban, infill locations. Building upon the strong policy framework contained in the Plan, the Housing Initiative promotes the production of high density housing and supportive mixed uses in close proximity to public transit corridors. This innovative and proactive program focuses on a portion of the Guadalupe Transit-Oriented Development Corridor from Highway 101 to Cottle Road and Coleman Avenue, the Downtown Core and Frame area, and two major arterial streets radiating from Downtown.

The objectives of the Housing Initiative program are to: produce high density

housing for all income levels, encourage public transit use, locate housing near job centers, optimize the service capacity of existing infrastructure, and encourage more efficient use and reuse of land.

As part of the Housing Initiative, consultants completed a three phase study of the potential for high density housing in the study area. These phases included: Land Use Evaluation, Market Study and Financial Feasibility Analysis. The consultants concluded that San José has land within the study area to accommodate significant development of high density and mixed use projects on vacant and underutilized sites. The study identified 386 acres which could yield up to 10,000 units above existing General Plan designations in 1990. The study also includes a strategy for considering additional sites within the study area for high density development. Based on a thorough examination of demographic trends, a market demand of up to 9,400 high density housing units is projected through the year 2000 within the Housing Initiative area. Additional demand is also likely to be substantial in this area up to the year 2020 as discussed in the Transit-Oriented Development Corridors Special Strategy Area.

The Housing Initiative Study was completed in 1990 after extensive public review and was unanimously approved by the City Council in April of 1991. The City Council adopted a set of recommendations suggested by the consultants to further encourage the production of high density housing and supportive mixed uses near transit. These actions preserve housing opportunities by amending the General Plan, completing master land use plans, and rezoning certain sites to be consistent with the new land use designations. Other recommendations include promoting development incentives, studying parking requirements and completing additional studies.

The results of the Housing Initiative program are encouraging private sector interest in developing high density housing and mixed use projects for sites located near transit. The completion of master plans and specific plans also facilitates development for strategic infill locations near transit. The multi-faceted approach of the Housing Initiative provides an important policy direction for the actual construction of high density housing near transit. ■

## **LAND USE DIAGRAM**

The planned land uses for all property within the City's Sphere of Influence are depicted on the Land Use/Transportation Diagram. The official copy of the Land Use/Transportation Diagram is maintained on file in the Department Planning, Building and Code Enforcement. The land use designations reflect the goals and policies of the General Plan.

The basic land use for a given parcel of land is determined by referring to the Land Use/Transportation Diagram. In some cases, however, policies such as the Discretionary Alternate Use Policies (see Section of that name) define conditions under which a land use or a density other than that designated on the Diagram may be allowed. Since parcels of two acres and less in size may be too small to be separately identified on a map of the scale of the official Land Use/Transportation Diagram, any developed parcel of two acres or less is deemed to be in conformance with the General Plan regardless of how it is designated. For the purpose of the General Plan, a developed parcel is defined as one which has an existing urban land use. (This does not include "improved" parcels which have been prepared for development with utilities and grading but which are still vacant.) The status of existing legal non-conforming uses

## V. LAND USE/TRANSPORTATION DIAGRAM

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with regard to zoning is not affected by the General Plan Land Use designation.

For properties in single ownership that have multiple urban land use designations, the boundary between designations may be an undulating or "wavy" line. When such a boundary occurs on the Land Use/Transportation Diagram it means that some flexibility will be allowed in the location of the designated uses and that the area of each affected land use designation may vary by 20%. The exact location and extent of any land use depicted in such a fashion must be established through the Planned Development zoning process.

Also depicted on the Land Use/Transportation Diagram is the Urban Service Area (USA) boundary. The USA boundary delimits the area in the City where urban development requiring City services should be located. This boundary may not always coincide with the line of demarcation between urban and non-urban land use designations for three reasons. The USA boundary may sometimes be found beyond the extent of planned urban uses because, in the past, Local Agency Formation Commission policies required boundaries to follow property lines or lines of assessment. Secondly, urban land use designations may be found outside the USA boundary, but within the Greenline/Urban Growth Boundary (UGB), indicating that the Urban Service Area may be expanded in the future when adequate services and facilities are available for property expected to urbanize before the year 2020. Thirdly, property within the Urban Service Area at the edge of the Valley Floor may have, in whole or in part, a designation of Non-Urban Hillside. For these properties, the potential for urban development is based on the net acreage below the fifteen percent slope line and on environmental or other constraints that could affect development densities.

The densities or intensities of development allowed by the various land use categories described below are based on net acreage. Net acreage is defined as the area of land available for development after deducting the land area necessary for streets, sidewalks, and other public uses such as flood control easements. The densities expected in the residential land use categories (or other categories that allow residential development) are generally expressed as dwelling units per net acre (DU/AC). The intensity of development (or amount of building area) expected in the commercial and industrial land use designations is expressed as a Floor Area Ratio (FAR) - the ratio of building floor area to the total site area. For example, a building with 25,000 square feet of floor area located on a 100,000 square foot site would have an FAR of 0.25. In addition to FARs, potential employment densities are identified for some commercial and industrial land use categories to describe possible development intensities.

### Residential

Each residential land use category below describes the maximum dwelling unit density or minimum/maximum density range allowed by that category. Population densities (persons per acre) expected under each residential land use category can be determined by multiplying its density or density range by the average household size of San José as identified in the 1990 Census - 3.08 persons per household. For example, the Medium Density Residential land use category allows a density of 8 DU/AC which would yield a population density of 24.64 persons per acre. This population density is characteristic of most single-family neighborhoods in San José.

The standards for residential development are addressed in the Urban Design Subsection (see the Goals and Policies Chapter, Community Development Section,

Urban Design Subsection), the Hillside Development Subsection (see the Goals and Policies Chapter, Community Development Section, Hillside Development Subsection), and in the City's Zoning Code and Design Guidelines.

The densities set forth for the single-family residential categories (eight units per acre and less) represent the maximum allowable density in the areas where the designation applies. No minimum density is intended to apply to these categories. Densities which are less than those designated may be more appropriate in some areas, due to environmental hazards, resource conservation concerns or the need to achieve compatibility with existing land use patterns. For the multiple-family residential categories (greater than eight units per acre), however, the range sets forth both a minimum and a maximum allowable density. For properties within a Transit-Oriented Development Corridor, residential development should occur at the upper end of the allowed density ranges and should typically be at least 20 DU/AC unless the maximum density allowed by the existing residential land use is less than 20 DU/AC. For sites within a reasonable walking distance of an existing or planned rail station, the density of residential development should be at least 25 DU/AC. (A reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route.)

The efficient use of land, infrastructure, and urban services is becoming increasingly important as the City matures and vacant land is absorbed by urban development. The General Plan contains policies to encourage the efficient use and reuse of lands for housing, directing more intensive residential development to key locations, including Downtown and the Transit-Oriented Development Corridors. It is critical that planned higher densities occur so that San José can provide sufficient housing

opportunities for its existing and future residents within the Urban Service Area.

A "transfer of densities" may be allowed within a contiguous area for which more than one residential density category is designated. Such a density transfer may be approved only under a specific development plan for the entire property and only if the total number of dwelling units proposed would otherwise be allowed by the density ranges applicable to the property. In other words, it might be possible to "rearrange" the densities applicable to a given portion of a property, if the total number of units allowed on the entire property is not increased. The transfer of allowable residential density for properties at the edge of the Valley Floor is permitted only downhill and below the fifteen percent slope line.

In addition to the standard dwelling unit types, this Plan recognizes the need for non-traditional residential uses such as Single Room Occupancy (SRO) Living Unit Facilities, guesthouses and residential care and service facilities. Each of these housing types are permitted through the Conditional Use Permit process or the Special Use Permit process, depending upon the zoning district in which they are proposed. The SROs and guesthouses typically provide housing for Very Low Income households and the residential care and service facilities provide housing for certain special populations requiring various in-house support services. Guesthouses and residential care and service facilities provide common sanitation facilities, but not necessarily dining/kitchen facilities, for persons occupying individual rooms either singly or in small groups. These residential uses are appropriate on lands designated Medium High Density Residential (12-25 DU/AC) or on land designated for higher residential densities. This type of housing has limited impacts on most urban services but can be very people intensive and is, therefore, subject to the

## V. LAND USE/TRANSPORTATION DIAGRAM

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density limitations of the residential land use category in which it is located as qualified by Discretionary Alternate Use Policy Number 9 (Population-Dwelling Unit Equivalency). These residential uses should be compatible with adjacent land uses and should also be distributed throughout the City.

SRO Living Unit Facilities provide only minimal or shared sanitation and kitchen facilities for each one or two person household occupying small, one room units. SRO Living Unit Facilities may be allowed on lands designated Medium High Density Residential (12-25 DU/AC), or on lands designated for higher residential densities. This type of housing requires a management plan to be approved by the Housing Department and typically has fewer impacts per unit on City services (such as the transportation system) than traditional housing types, therefore, it is not subject to the residential density limits described below. The number of SRO rooms or "units" should be limited to the number that can be reasonably accommodated on a proposed site while remaining compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. These uses should be located along or near major transportation corridors, including light rail, to provide easy access to employment and services. New SRO units should not be located in industrial areas or on land designated for industrial uses, and should not be located within airport approach zones.

### **Rural Residential: 0.2 Dwelling Units Per Acre**

This is the least intensive category of residential use and is planned for some of the peripheral areas of San José. This land use category would be represented by single-family dwellings on lots averaging five acres in size.

This form of development is non-urban. It is not expected that urban services would be extended to these areas within the time frame of this Plan, except for the emergency services which must be provided within all of the City's corporate limits. In the foothill areas where it is applied, this density is intended to help mitigate the geologic conditions which would be associated with a more urban development.

This category differs from the Urban Hillside category in that it can apply to lands below the 15% slope line and to areas not planned for the eventual extension of urban services.

To the extent allowable under County health regulations, certain agricultural uses are appropriate in areas designated as rural residential.

### **Estate Residential: 1 Dwelling Unit Per Acre**

This category, like the Rural Residential category, is planned for areas which are not suited for a more intensive form of development because of topography or geologic conditions as well as urban service limitations.

On such designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged.

Since this designation is planned at the urban/non-urban interface, the type and level of services required to support future developments in this category is expected to be less than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major



funding for construction of needed service facilities would be appropriate.

Because of the urban service and land capability (topographic and geologic) concerns that are associated with the Estate Residential designation, development within this category should be approved only under Planned Development zoning.

**Very Low Density Residential:  
2 Dwelling Units Per Acre**

This land use category is typified by half-acre residential lots. In areas planned for this density the designation is based upon topographical and/or geologic considerations. In Almaden, this designation also applies generally to areas near creeks, which are subject to ground failure from liquefaction and where, therefore, higher densities are not appropriate. On a given parcel, sufficient unaffected area may be found to sustain a density of two units per acre. In the foothills of Alum Rock and Berryessa, this density is based on the need to limit development due to the potential for landsliding and soil creep.

**Low Density Residential: 5 Dwelling  
Units Per Acre**

This density is typified by 8,000 square foot lots. This density category responds both to the need for slightly larger than normal lots to prevent excessive grading on slopes between five and fifteen percent and to the need to provide a variety of lot and house sizes within the City. This density is found throughout the Almaden Valley and eastern Evergreen, and in the foothill areas of Edenvale, Alum Rock and Berryessa.

**Medium Low Density  
Residential: 8 Dwelling Units  
Per Acre**

This density is typified by the 6,000 square foot subdivision lot which is prevalent in San José. It is characteristic of many residential neighborhoods, and is the density at which the majority of San José's single-family housing has been built. Smaller-lot, detached patio homes and single-family attached residences are also appropriate in this category.

**Medium Density Residential:  
8-16 Dwelling Units Per Acre**

This density is typified by patio homes, townhouses and duplexes. Since the Land Use/Transportation Diagram designates density rather than housing types, it would also allow a mixture of single family and apartment units, subject to overall density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a transition between higher intensity uses (e.g., shopping centers or apartment complexes) and single-family neighborhoods. Sites with this land use designation that are located in Transit-Oriented Development Corridors or along arterials containing major bus routes should be developed at the high end of the density range to support these transit facilities.

**Medium High Density Residential:  
12-25 Dwelling Units Per Acre**

This density is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible. Medium High density residential uses are planned primarily for locations on major streets and near major activity centers. Sites with this land use designation that are located in Transit-

## V. LAND USE/TRANSPORTATION DIAGRAM

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Oriented Development Corridors or along arterials containing major bus routes should be developed at the high end of the density range to support these transit facilities. Properties located within a reasonable walking distance of a planned or existing rail station should be developed at a minimum density of 20 units per acre under this designation. (A reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route).

### **High Density Residential: 25-50 Dwelling Units Per Acre**

This density is typified by three-to four-story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers with ready access to freeways and/or expressways and in the vicinity of the rail stations within the Transit-Oriented Development Corridors Special Strategy Area. Sites within reasonable walking distance of a passenger rail station (2,000 feet) may be appropriate for vertical commercial/residential mixed-use development under a Planned Development zoning. The commercial component should be well integrated and well designed in the context of the overall development, with the commercial uses serving the surrounding neighborhood and rail passengers.

### **Residential Support for the Core Area: 25+ Dwelling Units Per Acre**

This land use designation is intended for high density residential use (25+ Dwelling Units Per Acre) in and near the Downtown Core Area. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to expand the potential for residential development in close proximity to

central area jobs, and to create new consumer markets in the Downtown area.

### **Transit Corridor Residential: 20+ Dwelling Units Per Acre**

This land use designation is intended for medium high and high density residential uses within, or very near, Transit-Oriented Development Corridors and BART Station Area Nodes, Housing Initiative Area, or major bus routes. Residential development should occur at densities of 20 units or more per acre. This land use category is intended to expand the potential for residential development in proximity to major public transit particularly along the City's Transit-Oriented Development Corridors and Station Area Nodes. Under this designation, neighborhood serving commercial uses are encouraged within residential projects in areas with insufficient neighborhood commercial uses. Development under this designation should be allowed only under Planned Development zoning and should be compatible with existing neighborhoods and not impair the viability nor the character of these neighborhoods.

Because of the varied character of development found along the transit corridors within the City, two types of residential development are identified under this designation: Urban Transit Corridor Residential and Suburban Transit Corridor Residential. These categories represent the range of development allowed under the Transit Corridor Residential designation. The determination of the intensity and scale of development on specific sites should be decided at the zoning stage.

- Urban Transit Corridor Residential is intended for sites located in the Downtown Core and Frame Areas or within a reasonable walking distance of passenger rail stations in other intensely developed areas of the City. (A

reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route). Development should be wholly residential or allow commercial uses on the first two floors with residential uses on remaining floors and should generally exceed 45 DU/AC unless particular circumstances warrant a lower density to preserve the character of adjacent neighborhoods. On larger sites, a project can be designed with a mix of densities to provide a compatible edge to existing lower density neighborhoods while still achieving the expected minimum density. This category is intended to expand the potential for residential development with convenient access to major job centers and to create new consumer markets in the appropriate areas of the City.

- Suburban Transit Corridor Residential is intended for suburban areas within a reasonable walking distance of passenger rail stations. Densities under this category should generally be a minimum of 25 dwelling units or more per acre. On larger sites, a project can be designed with a mix of densities to provide a compatible edge to existing lower density neighborhoods while still achieving the expected minimum density. Wholly residential projects or projects with commercial uses at street level, in conjunction with residential use on upper floors, would be permitted. Neighborhood serving commercial uses are also permitted in freestanding buildings provided that: they are zoned and built as part of a residential project; they have a clear functional and architectural relationship to the residential buildings; and, they are located along a pedestrian pathway system with convenient links to the rail station and nearby housing.

With the preparation of a specific plan, residential densities and commercial intensities may be limited to specific ranges within the scope of this designation.

**Transit/Employment Residential:  
55+ Dwelling Units per Acre**

A high-density residential overlay designation that indicates areas in which City Policy supports residential development as an alternate use at a minimum average density of 55 units per acre. The site may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the rezoning and development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

**Urban Hillside: 1 Dwelling Unit Per 5 Acres**

This land use designation is intended for most hillside areas above the fifteen percent slope line but within the Urban Service Area. Because of the geologic conditions found throughout these areas (landslides, soilcreep, earthquake faults) and the extraordinary public costs associated with hillside development, uses should be low intensity in character. These hillside areas also contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space

## V. LAND USE/TRANSPORTATION DIAGRAM

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character of the hillsides and to preserve and enhance the aesthetic qualities of the natural terrain.

Low intensity urban residential uses such as large lot estates, as well as non-urban uses, are appropriate. The maximum residential density allowed on sites with this designation is one dwelling unit per five acres (1 DU/5 AC). Lower densities may be necessary in some locations to address the geologic, environmental, visual, and public service costs mentioned above. The only exceptions to the 1DU/5AC density limit are those sites with Planned Development zonings approved by the City Council during calendar years 1990, 1991, and 1992, and the site with the approved General Plan amendment GP92-5-1. The density and location of development on these sites must conform to those approved Planned Development zonings or the approved General Plan amendment GP92-5-1, whichever is applicable. Urban Hillside lands should be located where urbanization has already partially occurred on scattered sites near the urban fringe. Urban Hillside lands should be adjacent or close to existing urban development where urban infrastructure and services (streets, utilities, etc.) are already available. Development of the Urban Hillside lands would complete the existing pattern of urbanization at the edge of the City. The Urban Hillside designation is not intended to create new areas of urbanization.

### **Planned Residential Community / Planned Community**

The uses allowed within this category encompass a full range of land uses considered compatible and appropriate within a specified project area.

Application of either the Planned Residential Community or Planned Community

designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. These designations are intended to provide the private development sector with a greater degree of flexibility in developing innovative projects while also incorporating special development and design objectives. While no specific minimum land area requirement is defined, properties to be considered for this designation must be of a sufficient size to provide an appropriate community environment within the City's surrounding environment.

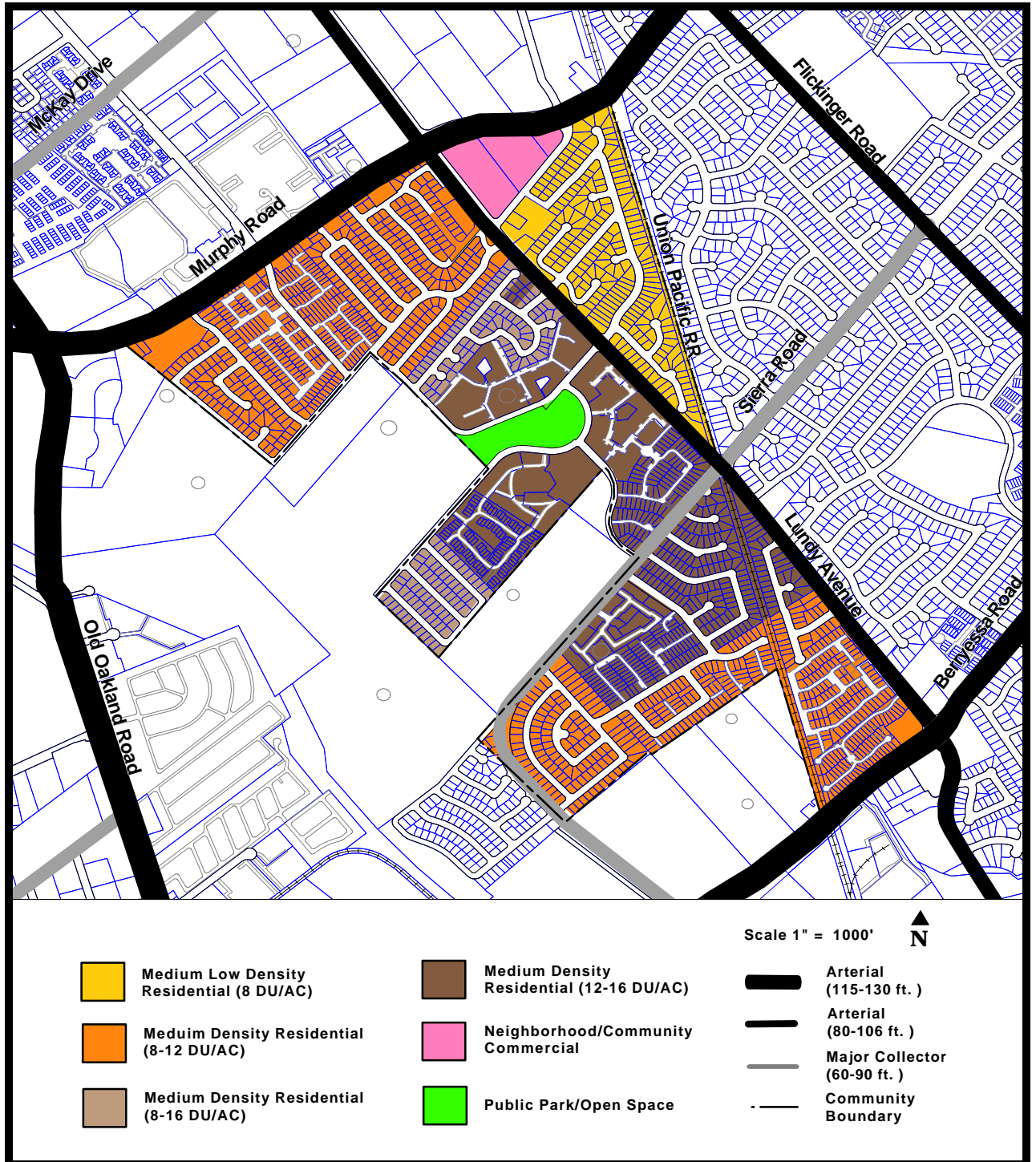
The Planned Residential Community designation is intended for areas primarily residential in character and can include ancillary non-residential uses. The Planned Community designation is intended for areas exhibiting a greater mixture of primary land uses.

Development under either the Planned Residential Community (PRC) or Planned Community (PC) designations should be approved only under Planned Development zoning except where the full intent of the PRC or PC for the subject property and surrounding properties can be completely achieved with a conventional zoning district. Development within the Planned Residential Community/Planned Community category is subject to all other applicable General Plan policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the specific land use plan for the Planned Residential Community/Planned Community.

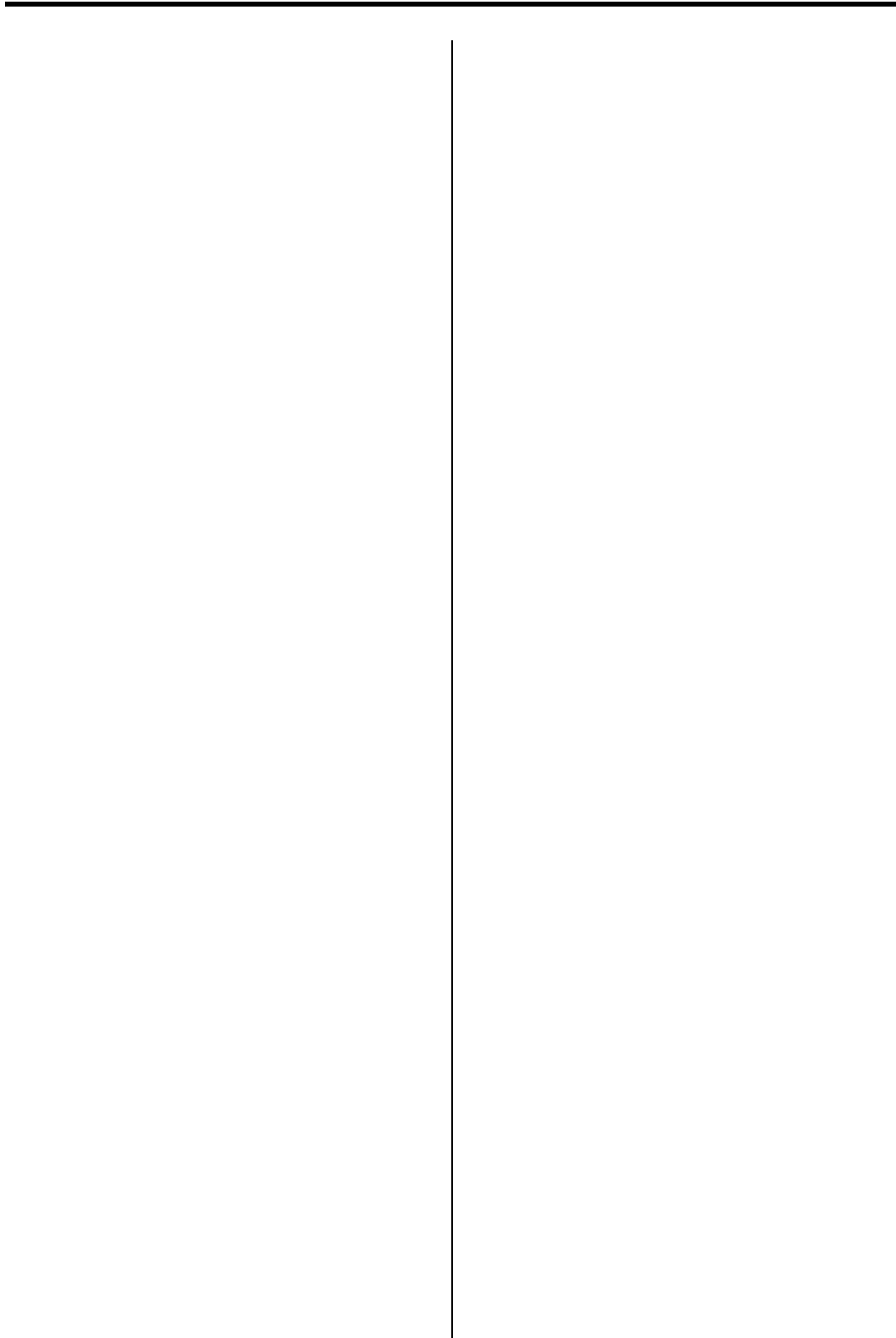
# LAND USE DIAGRAM

## Planned Residential Community / Planned Community

**Map 4. Berryessa Planned Residential Community**  
Specific Land Use Plan - Adopted 12-18-1980



## V. LAND USE/TRANSPORTATION DIAGRAM



## **Berryessa Planned Residential Community**

The Berryessa Planned Residential Community was created in an effort to provide greater housing opportunities in close proximity to the employment centers of the City and the County. The primary objectives are to improve living conditions and transportation conditions citywide by shortening the commuting time between jobs and housing. Approximately 3,000 dwelling units can be accommodated in this Planned Residential Community.

The Berryessa Planned Residential Community is comprised of approximately 300 acres in northeastern San José adjacent to the San José Municipal Golf Course. It is bordered by Murphy Road on the north, Berryessa Road on the south, the San José Municipal Golf Course on the west, and the Union Pacific Railroad and King Road on the east.

### **Provision of Public Services**

The Berryessa Planned Residential Community is essentially a large-scale infill development surrounded by recreational open space, residential and industrial land uses. With a few exceptions, the existing and planned infrastructure in the area has sufficient capacity to meet the additional demand associated with this Planned Residential Community. Supporting infrastructure, such as streets and storm and sanitary sewers, will be constructed by developers in conjunction with development projects. The City should monitor service levels in these facilities, particularly in connection with development proposals, to assess area-wide impacts.

In addition to the neighborhood park and municipal golf course, private open space areas should be required of new residential development, particularly in the higher density ranges.

## **Design Considerations**

New residential and commercial development within the Planned Residential Community should incorporate a high standard of architectural and site design quality and detailing. Park frontage roads should be used extensively to provide visual access to the park and golf course. Sensitive design treatments may be necessary for many of the properties within the Planned Residential Community that have either direct frontage onto arterial streets or abut the Union Pacific Railroad tracks, or both. There are also some residential/industrial interface issues in this area. Consistent with the Noise and Urban Design policies in the General Plan, sound attenuation measures are recommended for development. The use of earth berms and landscaping along residential and non-residential interfaces are recommended for mitigation of noise and other potential environmental impacts.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

## **Specific Land Use Plan**

The land use designations incorporated in the Berryessa Planned Residential Community include: High Density Residential (12-16 DU/AC), Medium High Density Residential (8-12 & 8-16 DU/AC), Medium Density Residential (8 DU/AC), Neighborhood/Community Commercial, and Neighborhood Park. In the High Density Residential category, density transfers, controlled through the Planned Development zoning process, are allowed in order for properties

## V. LAND USE/TRANSPORTATION DIAGRAM

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to develop above or below the established density range as long as the projected 14 dwelling unit per acre average throughout the areas designated High Density Residential is maintained. The locations of the planned major thoroughfares and the neighborhood park within the Planned Residential Community are designated on the Specific Land Use Plan.

### **Silver Creek Planned Residential Community**

This Planned Residential Community in the southeast area of San José encompasses approximately 3,100 acres of land at the northerly extension of the Silver Creek Hills. Two ridge lines are contained within this hillside projection, with the west ridge being most prominent in terms of scale, topographic relief and visibility. The easterly ridge exhibits more gently sloping characteristics and is significantly lower in elevation than the western ridge. Separating these ridges is a small valley through which Silver Creek makes its northward flow to the Santa Clara Valley floor. It is along this natural creek channel that the most significant tree growth is encountered within the area. Above this waterway habitat, the hillside areas are vegetated with annual grasses and sparsely dotted with shrubs and trees.

### **Plan Objectives**

The rural setting of this planned residential area, surrounded on three sides by developed urban uses, presents a unique opportunity to create a low density suburban community within close proximity to the fully urbanized city. The plan utilizes primarily the lowest density residential land use categories, locating the various densities according to the ability of the topography to support development.

This Planned Residential Community is intended to provide a special opportunity for the private sector to incorporate innovative design concepts in the development of a high-quality suburban residential community. As such, the consideration of quality in both site and architectural design and construction will be central to the review of development applications in this area.

### **Provision of Public Services**

While the overall character of the Silver Creek Planned Residential Community is low-intensity and rural in nature, all of the major urban services necessary to support residential development will be required. The major services which will require extension and upgrading to serve the Planned Residential Community include: transportation, storm and sanitary sewer, domestic water, fire and police.

In the cases of transportation, storm and sanitary sewers and water supply, extensive capital improvements beyond those presently planned or funded will be necessary to provide service to this area. Consistent with City policy, new development will be required to finance these capital improvements.

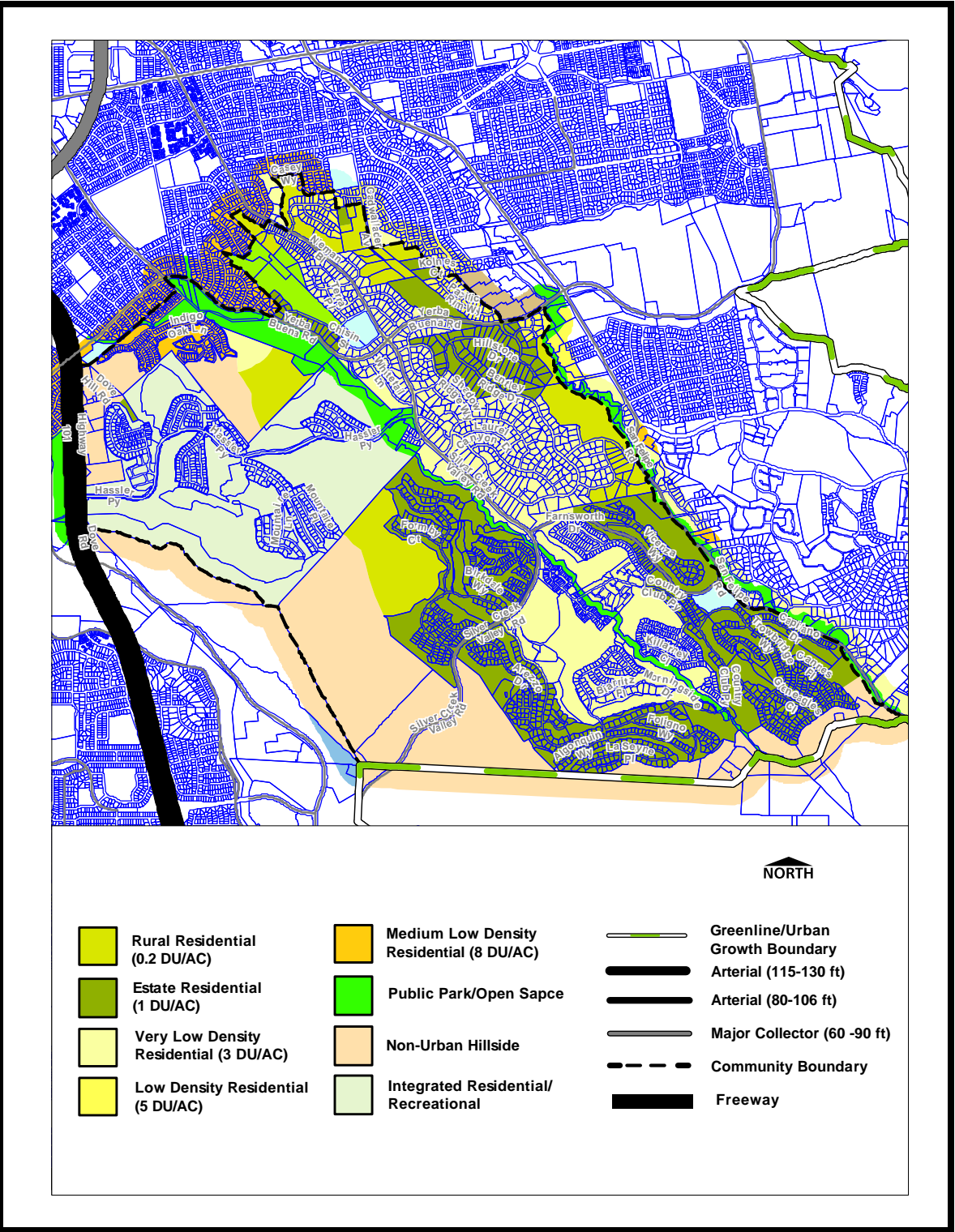
Future development in the Planned Residential Community will be subject to all other City development policies and controls. Specifically, this will include conformance to the Evergreen Development Policy.

The Evergreen Development Policy (EDP) is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area including the Silver Creek Planned Residential Community. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP) described in the section. The focus of the revision was the identification of appropriate traffic



# LAND USE DIAGRAM Silver Creek Planned Residential Community

**Map. 5 Silver Creek Planned Residential Community**  
Specific Land Use Plan - Adopted 12-7-1982



## V. LAND USE/TRANSPORTATION DIAGRAM

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mitigation measures to implement the land use plan of the ESP and to allow other existing vacant residential land in the area to develop. The off-site improvements required for new development were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur to allow full development of the area: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

### **Overall Design Considerations**

The establishment of a low density residential community in this area with primarily rural land use densities on the hillsides is intended to preserve the basic character of the area by minimizing the grading necessary for development. In the portions of the Silver Creek Valley which are less constrained by topography, development will be typified by large single-family lots. In steeper hillside areas, clustering of dwellings and other innovative hillside development techniques are encouraged. The restrictions on development of the western slope facing the floor of the Santa Clara Valley and the low intensity of development proposed throughout the hillside areas within the Planned Residential Community are necessary in order to preserve and protect the valuable viewshed and watershed characteristics of the hillsides. Other critical design criteria, which will control the extent and form of ultimate development of the area, include the soils, geologic and seismic hazards known to exist in the area. Each project will require an in-depth analysis to address the potential negative impacts of the project on adjacent properties.

In order to enhance the suburban nature of the low density residential development proposed in this area, the use of rural improvement standards which generally reflect the large lot "estate" concept, such as reduced street rights-of-way, alternative sidewalk standards, and reduced street lighting levels, are appropriate. Public and private improvements should reinforce the semi-rural character of the PRC and maintain and encourage high quality improvements through a uniform design program that ensures the consistent treatment of noise attenuation walls, landscaping, lighting, and other improvements.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

### **Specific Land Use Plan**

The primary land use designations incorporated in the Silver Creek Planned Residential Community include: Low Density Residential (3.0 DU/AC), Estate Residential (1.0 DU/AC) and Rural Residential (1.0 DU/5 AC). The basic concept of the land use plan is to allow slightly higher density development (3.0 DU/AC maximum) on the flatter land along the narrow Silver Creek Valley. The hillside areas surrounding the valley are designated Estate Residential, allowing an average of 1.0 dwelling unit per acre. Steeper hillside areas which are still considered able to support some limited development are designated Rural Residential (one dwelling unit per five acres).

The hillside slope on the westerly edge of the Planned Residential Community designated

## V. LAND USE/TRANSPORTATION DIAGRAM

Non-Urban Hillside should retain its present non-urban state and preserve its open space and scenic value for Santa Clara Valley and the South San José area. No development, such as buildings or other constructed improvements, in the Non-Urban Hillside area should be visible from the floor of the Santa Clara Valley.

Approximately 19.0 acres of land are designated Public Park and Open Space, consisting of the Silver Creek and Thompson Creek flood control rights-of-way and the site of the future Silver Creek Linear Park along Silver Creek.

To provide a proper mix of uses within the PRC, consideration will also be given to the inclusion of five to ten acres of Neighborhood/Community Commercial land use, designed to serve the needs of the Planned Residential Community. The

specific location and mix of services to be provided in this commercial area will be determined as more detailed development plans are provided for the Planned Residential Community.

In addition to the neighborhood commercial uses, other forms of commercial and recreational enterprises will be allowed where they are designed as an integral part of the Planned Residential Community, including golf and tennis clubs and resort and lodging facilities. The transfer of residential densities from property utilized for such non-residential land uses will be allowed, consistent with the goals and objectives of the Planned Residential Community.

One area of the Silver Creek Planned Residential Community has been designated as suitable for an integrated residential and

**Figure 17. Silver Creek Planned Residential Community Land Use Designations**

8 DU/ AC	5 DU/ AC	3 DU/ AC	Estate Residential	Rural Residential	Non- Urban Hillsid e	Integrated Res./Rec.	Pub. Park/ Open Space	Private Open Space	TOTALS
32 AC	30 AC	425 AC	881 AC	451 AC	599 AC	571 AC	77 AC	9 AC	3075 AC
210 DU	138 DU	277 DU	878 DU	96 DU	31 DU	550 DU			3160 DU

recreational use. The integration of these uses will help to preserve the valuable open space resources located in this area and create a unique recreational community sensitive to the hillside character of the Silver Creek Planned Residential Community. This area is located in the western portion of the Planned Residential Community and is designated Integrated Residential/ Recreational. This designation would allow the development of up to 550 dwelling units in combination with an 18 hole golf course or other private recreational use similar in size (about 130 acres).

Development of this site can only occur under a single Planned Development zoning covering the entire site. This designation also identifies those areas of the site most suitable for residential development (see Map 5; revised 12-11-90) based on topography, visibility from the floor of the Santa Clara Valley and the presence of wetlands. The location of the golf course or comparable private recreational use is not identified; its location will be determined in the context of the Planned Development zoning. Siting of the golf course or private recreational use may "displace" residential

units. These "displaced" units may be transferred to other parts of the site if it can be demonstrated that such development would be consistent with the goals, policies and objectives of the Silver Creek Planned Residential Community and the Urban Design and Hillside Development policies of the General Plan. The actual number of units to be developed and the placement of the golf course or other private recreational use on this site will be governed by the same criteria. The intent of this designation is to allow an appropriate integration of residential and private recreation uses while still preserving the natural hillside character and the important viewsheds of the site.

The projected number of dwelling units and acreages within the Silver Creek Planned Residential Community is shown on the table on the following page. While the Specific Land Use Plan establishes the intent of the Planned Residential Community design and the maximum allowable densities, flexibility is allowed in the ultimate type and mix of land uses within the Planned Residential Community. Source: Department of Planning, Building, and Code Enforcement

Silver Creek Valley, San Felipe and Yerba Buena Roads are designated as Rural Scenic Corridors. The Rural Scenic Corridor designation requires careful consideration be given to the "preservation of attractive environmental and scenic qualities adjacent to and within immediate view of scenic roads." The Scenic Routes and Trails Diagram encourages the regulation of land uses in Rural Scenic Corridors including protection of important natural and man-made resources and special views. Special attention should be given to the design of improvements, such as noise attenuation walls, to ensure that these improvements minimize disruption of the extraordinary views to the valley floor from the PRC.

### **Evergreen Planned Residential Community**

The Evergreen Planned Residential Community (EPRC) establishes a long-term development plan for 865+ acres in the southeast area of Evergreen. The development concepts for the EPRC are the product of the Evergreen Specific Plan (ESP) document, a detailed plan for the area developed through a comprehensive public participation process which included oversight direction by a community task force. The ESP document is a separate policy document adopted by the City Council that provides the background, the vision, and the planned community character for the EPRC and also addresses implementation measures and criteria at a level of detail beyond the scope of the General Plan.

The Evergreen Planned Residential Community is bounded by Quimby Road to the north, the foothills and Campus Industrial area to the east, Evergreen Creek and Montgomery Hill Park to the south, and the developed residential lands to the west along Ruby Avenue. The topography of the area is gently sloping (about 5% slope) with the exception of the moderately steep foothills in the northeast corner of the EPRC. The EPRC is traversed by three creeks: Quimby, Fowler and Evergreen. These creeks contain some of the most significant vegetation features and wildlife habitat of the EPRC. Besides the riparian vegetation of the creeks, the EPRC contains primarily grasslands previously used for agriculture, the remnants of the historic Mirassou Vineyard, and several stands or clusters of significant trees.

### **Relationship to Evergreen Specific Plan**

The Evergreen Specific Plan (ESP) document is the City's policy for governing development in the Evergreen Planned

## V. LAND USE/TRANSPORTATION DIAGRAM

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Residential Community (EPRC). The ESP document supplements this General Plan and is essential to the understanding and proper implementation of the EPRC. The main objectives of the ESP process were to create a unique residential community and to develop a solution for the severe traffic capacity constraints in Evergreen. The ESP also sought to make the most of the natural amenities of the EPRC area. The Evergreen Specific Plan allows for up to 2996 residential units (both attached and detached), a small Village Center retail area and supporting public facilities. The land use plan created by the ESP has been generally incorporated into the EPRC but must be guided by the ESP to be fully implemented. It addresses the improvements needed to mitigate the long-term traffic impacts of development and to provide services to the community.

The Evergreen Specific Plan document establishes general architectural parameters for the Evergreen Planned Residential Community. The overall architectural theme of the ESP is European with a Mediterranean flavor. This theme applies to residential structures, the Village Center and public buildings. A high level of quality and detailing of buildings is required to ensure compatibility between developments within the plan area and to ensure the establishment of the community character.

### **Circulation**

The framework for development in the Evergreen Planned Residential Community (EPRC) is defined by its circulation system. The only designated arterial in the EPRC is Aborn Road which will carry traffic generated in the EPRC and the adjacent Campus Industrial area. The existing major collectors in the EPRC, Ruby Avenue, Quimby Road and Murillo/Yerba Buena Avenues, are located primarily along the periphery of the EPRC and will connect the

EPRC with the larger community and major street system.

The character of the internal circulation of the Evergreen Planned Residential Community is established by a system of radial streets and rotary intersections. Rotaries are also known as "traffic circles" and serve two purposes in the EPRC: 1) to move traffic smoothly through important intersections; and, 2) to create focal points within the community. The radials functionally and visually connect the rotaries with each other and with other community focal points.

There are two major "traffic circles" proposed within the Evergreen Planned Residential Community; one is a rotary and one is a square. The square will help create a Village Center (commercial uses) near the Mirassou Winery in the western portion of the EPRC. The Village Center is linked by a radial to the east rotary which provides a focus for Fowler Creek Park, the adjacent Campus Industrial area and several areas of high density housing. The traffic circles help organize uses within the EPRC and tie it into the surrounding community.

The individual neighborhoods within the Evergreen Planned Residential Community are defined by varied street patterns (grid or curvilinear) as well as varied housing types and densities. In addition to streets, a series of trails or paseos along creeks, some streets and within the neighborhoods, provide an alternative to the automobile for moving people within the community. These trails lead to schools, parks, the Village Center and other public facilities or features.

### **Specific Land Use Plan**

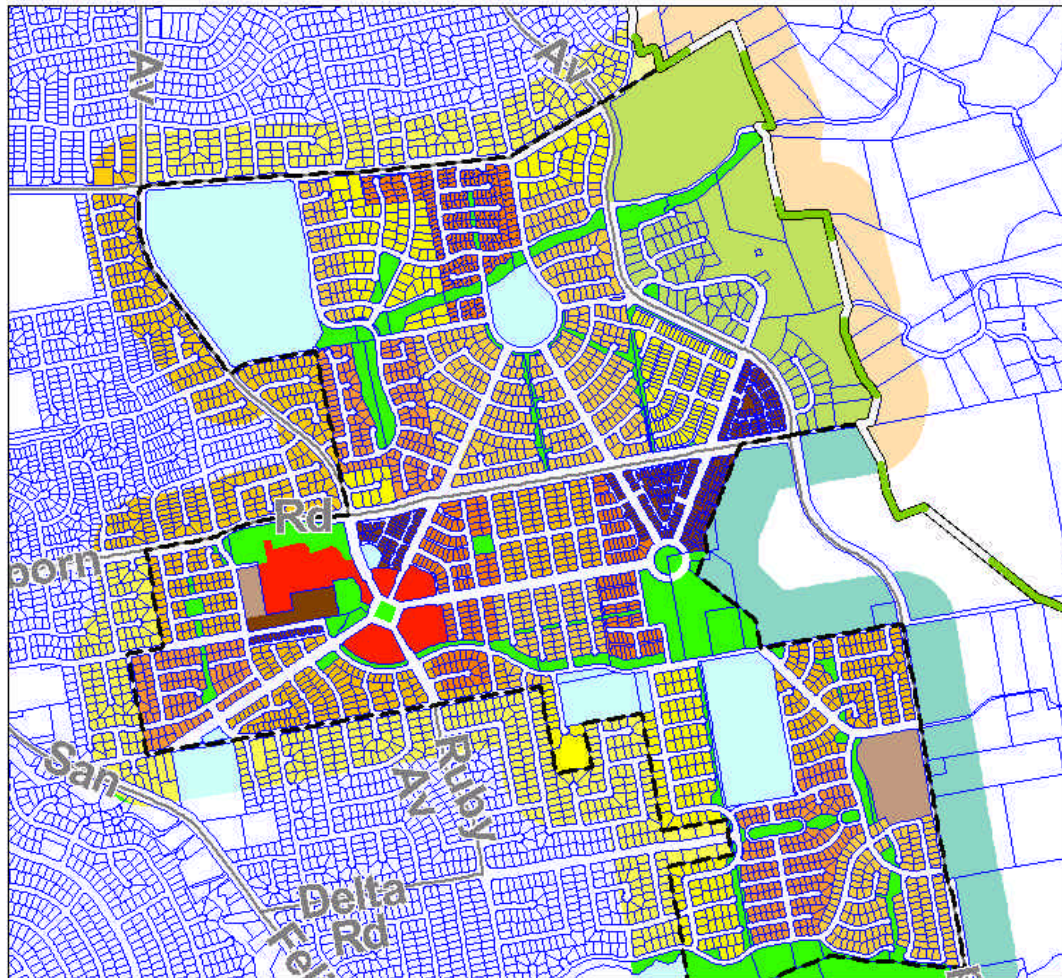
The Evergreen Planned Residential Community (EPRC) contains a variety of uses intended to create and support the sense that the EPRC is a special place. These uses were developed through the Evergreen



# LAND USE DIAGRAM



















## Evergreen Planned Residential Community

**Map. 6 Evergreen Planned Residential Community**  
Specific Land Use Plan Adopted 7-2-1991



Scale: 1" = 1,300'

NORTH

 Hillside Lots	 Duplex	 Greenline/Urban Growth Boundary
 7,000 to 8,000 sq. ft. lots	 Townhomes	 Arterial (115-130 ft)
 6,000 sq. ft. lots	 Multi-Family Residential (12 - 25 DU/AC)	 Arterial (80-106 ft)
 5,000 sq. ft. lots	 Village Center	 Major Collector (60 -90 ft)
 4,000 sq. ft. lots	 Public Park/Open Space	 Community Boundary
 Carriage Homes	 Public Facilities	 Freeway

## V. LAND USE/TRANSPORTATION DIAGRAM

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## LAND USE DIAGRAM

### Evergreen Planned Residential Community

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Specific Plan (ESP) document and are more elaborately described in that document. The Evergreen Planned Residential Community provides a diverse mix of housing types and densities to shape a more complete and interesting community. Housing in the EPRC will help support the development of the adjacent Campus Industrial area to the east.

The Village Center, including the existing Mirassou Winery, will be the primary activity hub of the community. The Village Center could contain about 150,000 sq. ft. of retail commercial uses which might include a theater, health club, restaurants and retail uses to support the community. Mixed use development with residential uses above retail uses and independent multi-family residential projects are also permitted in the Village Center as long as the overall dwelling unit total for the EPRC is not exceeded. The Mirassou Winery is expected to remain, but it could be converted to other commercial uses of a similar nature and intensity consistent with the character of the Village Center.

The Evergreen Specific Plan document calls for a variety of housing types and densities in the EPRC (see Table below). Dwelling units may be transferred to and from lands with the same designation but the total number of dwelling units for each designation may not be exceeded. If an individual project cannot incorporate all of its allowed units, those units can be utilized in an identical use area in order to maintain the overall unit count.

The higher density categories (12-25 dwelling units per acre) such as Multi-Family Residential and Townhouses are clustered in three main areas: the Village Center, both sides of Aborn Road northeast of Fowler Creek Park and the southernmost lake feature/retention basin near Yerba Buena Avenue. These high density residential units are important since they

provide a type of housing which is in limited supply in the Evergreen area.

The Evergreen Planned Residential Community contains duplex units just south of Quimby Road and carriage homes in the center of the EPRC. Carriage homes are an innovative housing type which can contain a "second unit" as part of a detached garage located to the rear of the main dwelling and accessed by an alley.

The remaining residential land uses represent a range of small to large lot single-family residential development distributed somewhat evenly throughout the Evergreen Planned Residential Community with the exception of the hillside lots which are located in the steeper northeastern portion of the EPRC. This distribution acknowledges existing single-family residential uses adjacent to the EPRC by locating residential development of similar density and lot size next to established neighborhoods.

A variety of public facilities and open space uses are provided for in the Evergreen Planned Residential Community. Public facilities include a high school site in the northwest, a middle school (existing) in the south, two elementary schools (one north, one south), a fire station in the Village Center and, potentially, a water reclamation facility which would treat wastewater for large landscaped areas thus conserving water and reducing discharge into the Water Pollution Control Plant.

Fowler Creek Park and the expansion of Montgomery Hill Park (south of Evergreen Creek) are two of the main public open spaces to be created in the Evergreen Planned Residential Community. They will be supplemented by pocket parks and the open space along internal trails. A portion of the existing historic Mirassou Vineyards will also be preserved as open space.

## V. LAND USE/TRANSPORTATION DIAGRAM

**Figure 18. Evergreen Planned Residential Community**

Land Use Designations	
Lot Type/Size	Number of Units
Multi-Family	299
Townhouses	279
Carriage Homes	318
Duplex	185
4,000 Square Feet	425
5,000 Square Feet	474
6,000 Square Feet	692
7,000-8,000 Square Feet	224
10,000 Square Feet (Hillside)	100
<b>TOTAL</b>	<b>2,996</b>

\*Detached and attached units proposed

### Relationship to Evergreen Development Policy

The Evergreen Development Policy is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area. The Evergreen Planned Residential Community (EPRC) is located within the much larger EDP area. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP). The focus of the revision was the identification of appropriate traffic mitigation measures to implement the land use plan of the ESP.

The Evergreen Specific Plan document identifies the on-site and off-site street improvements necessary to implement development in the Evergreen Planned Residential Community. The off-site improvements required to serve the EPRC,

as well the remaining undeveloped lands in the Evergreen Development Policy area, were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur before the EPRC can be fully developed: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

The Evergreen Development Policy also identifies the flood control improvements that will be necessary to develop the Evergreen Planned Residential Community. These improvements focus on the three creeks contained in the EPRC. Evergreen Creek is already improved, and the ESP provides for the improvement of both Quimby and Fowler Creeks. Improvements to Quimby and Fowler Creeks will maintain the existing riparian areas in an undisturbed state. The lower reaches of both creek channels will be improved by creating channels where none currently exist and by planting substantial vegetation. Both creeks will carry water to two retention basins designed as lake amenities for the EPRC. These improvements will be supplemented by parallel underground drainage systems which will be used to carry any water above normal runoff and prevent flooding.

### Improvements and Financing

The Evergreen Specific Plan (ESP) document identified all on-site and off-site infrastructure improvements required to develop the Evergreen Planned Residential Community (EPRC). These improvements are more fully described in the ESP document. In summary, these improvements include streets, flood control, sanitary sewers, storm drainage and water. The size

and alignment of these improvements are also identified in the ESP.

The financing portion of the Evergreen Specific Plan identifies a variety of potential methods to finance the improvements mentioned above as well as portions of the school facilities for which the Evergreen Planned Residential Community is responsible. These methods could include an area of benefit fee, an Evergreen Fee established by a development agreement, AB 2926 School Fees, a Mello-Roos Community Facilities District, land dedications (for public facilities) and a Landscaping and Lighting District (for street landscaping, open space, and pocket park maintenance). It is likely that a combination of these methods would be used to finance these improvements. In any case, the owners of property within the EPRC will pay for those improvements from which they benefit and will be reimbursed for any share of improvement costs such as off-site transportation improvements which will benefit properties outside the EPRC.

### **Implementation**

The development of the Evergreen Planned Residential Community (EPRC) will be guided by the provisions of the Evergreen Specific Plan (ESP) document and the Evergreen Development Policy (EDP). The ESP provides guidance as to the location and nature of public and private improvements. It also establishes design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines, which provide the design criteria for development within the EPRC. The ESP also provides design guidance for public buildings, and park improvements, and monumentation and walls.

All private development within the Evergreen Planned Residential Community will be regulated by an areawide Master Planned Development Zoning. Those

projects consistent with the Master Planned Development Zoning and the EPRC, and not requiring additional environmental review, can be implemented with a Planned Development permit.

Development of the Evergreen Planned Residential Community, however, can only occur when sufficient traffic capacity is available. Any staging of development in the EPRC must be consistent with the criteria described in the Evergreen Development Policy.

### **Communications Hill Planned Community**

The Communications Hill Planned Community (CHPC) establishes a long-term development plan for 900+ acres in south-central San José. The Plan area is approximately four miles south of Downtown and is distinguished by the County and AT&T communication facilities situated on the two highest points of the hill. It is bounded on the north by Curtner Avenue, on the south by Hillsdale Avenue, Snell Avenue and Capitol Expressway, on the east by Monterey Road and on the west by the Guadalupe Corridor. The Oak Hill Cemetery, located at the southwest quadrant of Monterey Road and Curtner Avenue, is excluded from the Planned Community area.

Communications Hill is one of the most visually prominent features in Santa Clara Valley. The largely undeveloped slopes of Communications Hill itself total about 500 acres and rise over 300 feet above the surrounding Valley floor. The remainder of the Plan area consists of flat land located at the base of the hill, primarily the industrial/commercial and high density residential area along Monterey Road. The Plan area lies along a major north/south transportation spine which provides strong connections to important City and regional destinations via

## V. LAND USE/TRANSPORTATION DIAGRAM

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planned community character for the CHPC and also addresses allowed uses, implementation measures and development criteria at a level of detail beyond the scope of the General Plan. The CHSP document supplements the General Plan and is essential to the understanding and proper implementation of the CHPC.

### Circulation

The framework for development in the Communications Hill Planned Community (CHPC) is defined by its circulation system and by its location along regional transportation systems. Vistapark Drive is the major arterial roadway planned to traverse the hill from Curtner Avenue on the north to Hillsdale Avenue on the south. This two- and four-lane roadway remains separated from the main neighborhoods as it passes along and through residential, school, playfield and open space areas. In addition to Vistapark Drive, several other new streets including the Narvaez and Pullman extensions, provide direct connections to the City's larger circulation networks: Guadalupe Corridor freeway and light rail line, CalTrain, Capitol Expressway and Monterey Road. These facilities connect the CHPC area to Downtown, North San José and Edenvale employment centers and other important regional destinations.

A major portion of the circulation network within the Communications Hill Planned Community consists of residential streets. The character of the internal circulation system of the Communications Hill Planned Community is established by a gridiron street pattern. The street grid on Communications Hill creates blocks of differing sizes which can accommodate a variety of building and unit types and will provide opportunities to build housing for households of differing types and income levels. Slight variations from the Specific Plan's Conceptual Grading Plan are allowed so long as the adjustments are designed and

work for the entire hill and the original grading concepts do not change. The hill should retain its original profile and a grid street pattern with similar block types and sizes. These elements are critical to the intended character of the Communications Hill Plan. The gridiron pattern supports neighborhood interaction, provides long vistas and allows for efficient siting of high density residential development.

The perimeter streets which delineate the edge of the hilltop neighborhood play an important role in defining the overall form of the Communications Hill Planned Community. These are contour-following, curvilinear streets with development permitted only on the uphill side except where they engage the grid and become part of the residential street grid; these streets give a distinct edge to the hilltop neighborhood.

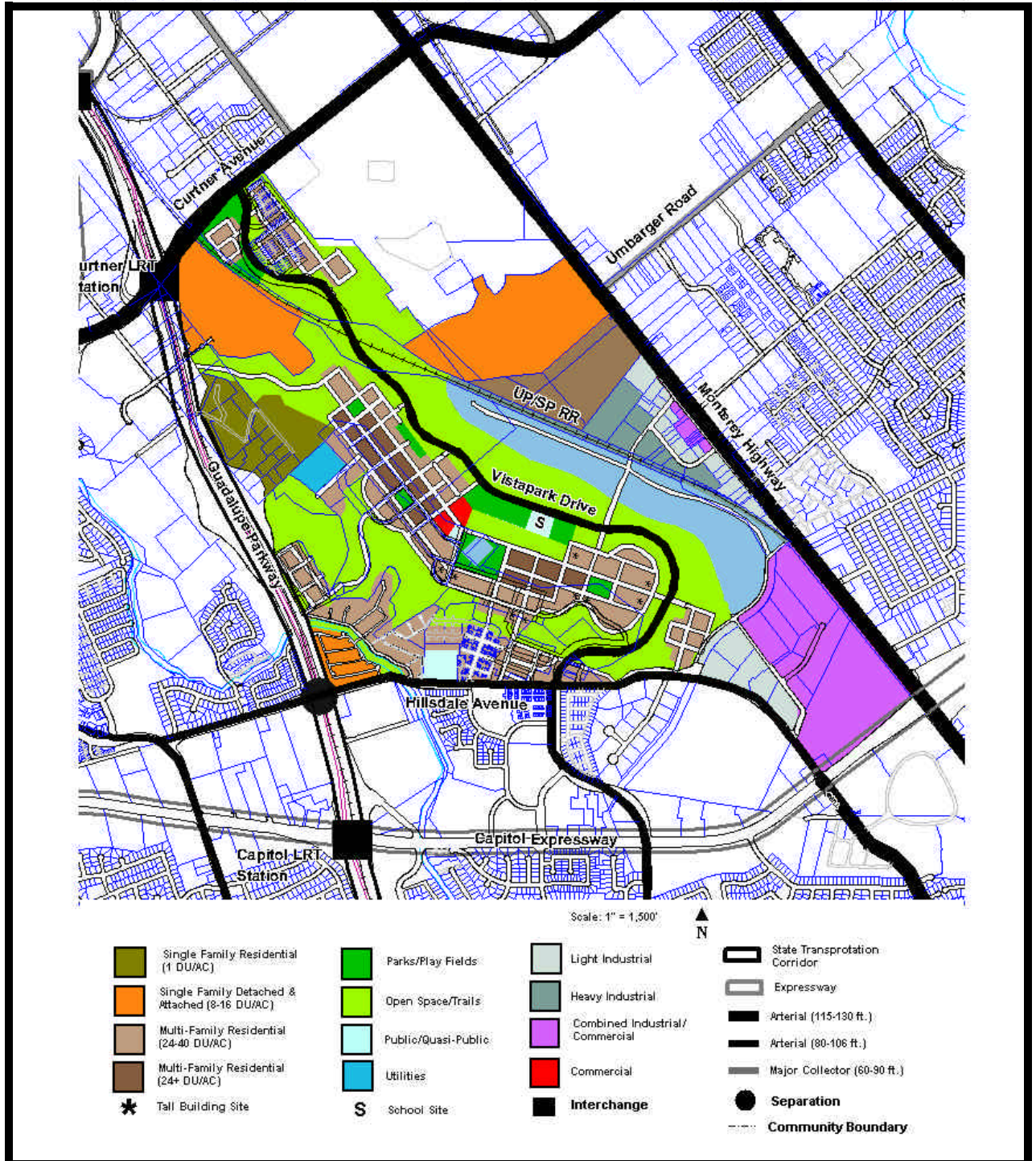
Bicycle lanes, sidewalks, and pathways are integrated with the street layout and connect to public transit. Where steep topography interrupts street alignments, stairs are planned to allow pedestrian access and to provide viewpoints. The Planned Community also provides for access to the industrial areas from the upland residential areas.

### Specific Land Use Plan

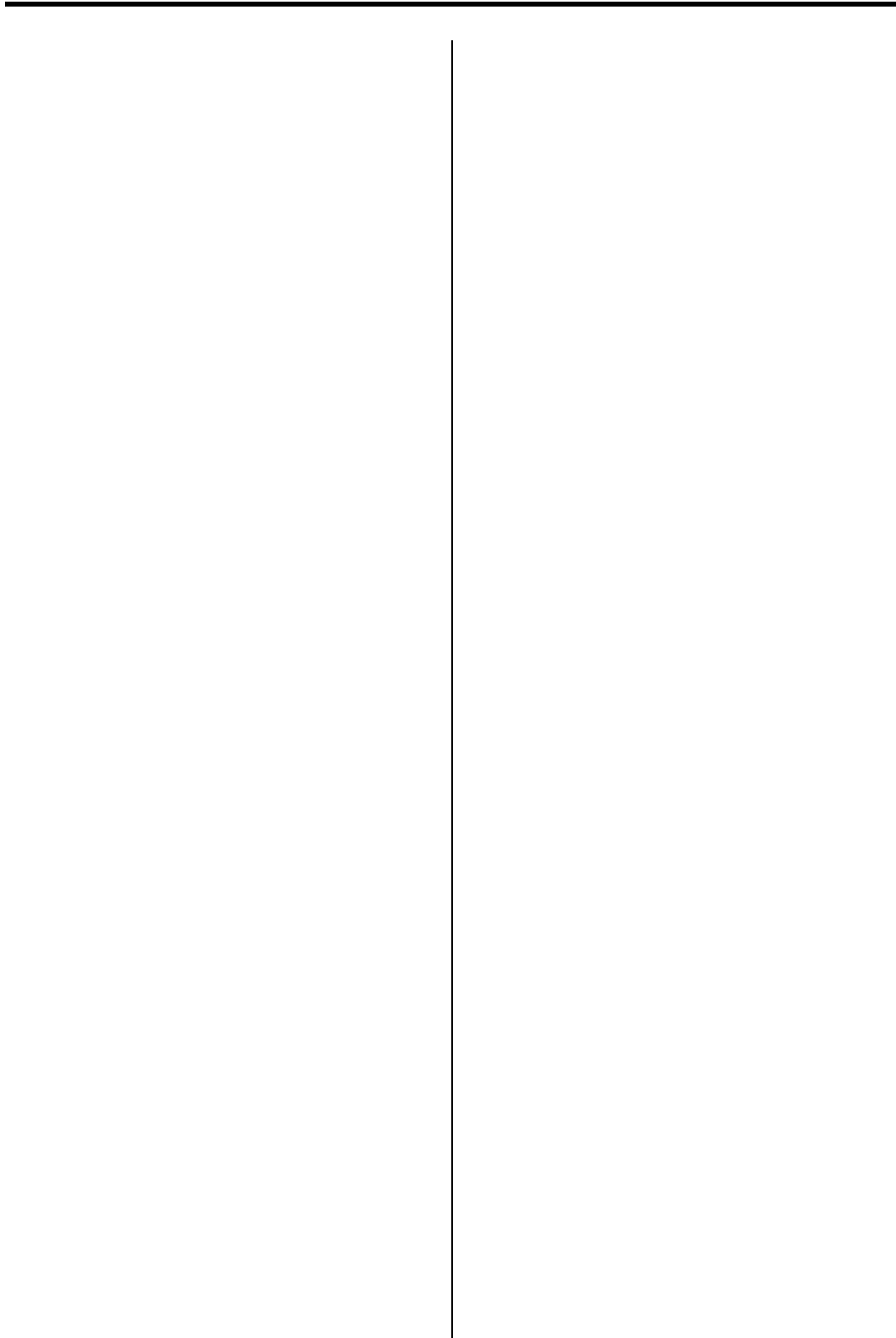
The Communications Hill Planned Community (CHPC) contains a variety of new and existing land uses and land use patterns intended to create a unique mixed use community and to support the sense that the CHPC is a special place. The CHPC includes new multi-family neighborhoods, a small single-family area, a public school, parks, playfields, open spaces, a neighborhood commercial center and a civic area for the hill itself, and new and continuing industrial and commercial uses for the areas at the base of the hill along

# **LAND USE DIAGRAM** **Communications Hill Planned Community**

**Map 7. Communications Hill Planned Community**  
 Specific Land Use Plan Adopted 4-7-92



## V. LAND USE/TRANSPORTATION DIAGRAM



## LAND USE DIAGRAM

### Communications Hill Planned Community

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commuter train, light rail line, freeway, expressway and major streets.

The objective of the Communications Hill Planned Community is to provide a comprehensive planning framework for development of a unified, high-density, pedestrian-oriented, urban community with a mix of uses on and around Communications Hill. New residential development is located along the ridge and at the foot of the steep slopes and consists of up to 5,421 primarily multi-family, residential units, a small Village Center retail area and supporting public facilities. In the flatland area in proximity to and along Monterey Road, areas have been designated for Heavy Industrial, Light Industrial, Combined Industrial/Commercial and Industrial Park and High Density Residential (25-50 DU/AC) uses. The CHPC also seeks to make the most of the natural amenities within the area including the panoramic views available from the hill.

#### **Relationship to Communications Hill Specific Plan**

The development concepts for the Communications Hill Planned Community are the product of the Communications Hill Specific Plan (CHSP) document, a detailed plan for the area which was developed through a comprehensive public process including community task force participation. The main objectives of the CHSP process were to create a unique community plan and to develop solutions for the severe development constraints inherent in the area. The CHSP is a separate policy document adopted by the City Council and provides the background, the vision, and the Monterey Road. In addition, there are a variety of other new and existing uses around the base and lower slopes of the hill: mobilehome parks, townhouses, single-family and multi-family houses and a church. Developed properties were included within the CHPC boundaries to ensure a

careful integration of the existing uses with the new.

The development of the hill proper as a very high-density residential neighborhood will result in a significant change in the visual character of this highly visible hill; the open space will be replaced by intense urban building forms and a distinctive skyline dominated by the existing AT&T tower. Four overall land use concepts define the CHPC:

- The gridiron pattern of streets and blocks laid over the hills and organized around an Arterial roadway that winds through the site;
- Very high-density residential development with flexible densities;
- The ring of open space that encircles the hilltop residential development and provides a distinct edge to the upland community and separates it from the industrial and commercial uses on the lower elevations to the southeast;
- Urban patterns that promote pedestrian activity as an alternative to driving, including: the grid system, which minimizes distances to destinations; the network of stairs and pathways; the integrated neighborhood commercial uses; and connections to the light rail line and CalTrain.

The Communications Hill Planned Community permits up to 5,421 dwelling units and requires a minimum density of 24 dwelling units per acre on each of the multi-family blocks. Limited exceptions may be given to allow specific blocks to develop at a density below the required minimum 24 dwelling units per acre (i.e. no lower than 17 DU/AC). While the maximum density for most of this area is 40 units per acre, there are blocks along the ridge and "tall building"



## V. LAND USE/TRANSPORTATION DIAGRAM

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sites which can be developed at densities over 40 units per acre provided that there is excess capacity available from sites developing at densities under 40 units per acre. Ten single-family lots are also included in the Planned Community.

The CHPC identifies six park sites and one playfield area. The park sites are distributed throughout the multi-family neighborhoods to provide neighborhood-level recreation facilities. The playfields are planned for joint public/elementary school uses. The grassy slopes of the hilltop area comprise a major open space component of the Planned Community and also give definition to the neighborhoods.

The street-oriented Village Center blocks near the apex of Communications Hill can accommodate approximately 50,000 square feet of floor area for neighborhood serving commercial uses such as retail and service shops, offices, restaurants and possibly a day-care facility. An additional 30,000 square feet of retail space adjacent to the Village Center could also be developed as part of a mixed residential/retail development once 50 percent of the Village Center has been completed. Mom & Pop retail shops are permitted throughout the multi-family neighborhoods. Preferred locations for these small stores catering to pedestrian traffic are corner sites and parcels fronting on parks. Mom & Pop stores are limited to 1500 square feet and should be located within residential buildings. The Communications Hill Specific Plan recommends at least one Mom & Pop store for every ten residential blocks.

The area at the base of the hills, along the southeast portion of the CHPC, adjacent to Monterey Road and the Southern Pacific railway tracks, would consist of industrial/commercial and residential uses. This area is separated from the proposed residential uses atop the hill by open space, steep topography

and Vista Park Drive and is proposed for Industrial Park, Light Industrial, Heavy Industrial and Combined Industrial/Commercial and High Density Residential (25-50 DU/AC) uses.

The Light Industrial designation of the area northeast of Hillsdale and Snell Avenues is intended for a wide variety of industrial uses but excludes uses with unmitigated hazardous or nuisance effects. New Heavy Industrial areas can accommodate the planned CalTrain maintenance facility (20 acres on the west side of the Southern Pacific Railroad tracks) and supporting Heavy Industrial uses (7 acres). The Combined Industrial/Commercial designation is applied to parcels located in the southeastern portion of the CHPC along Monterey Road and for the adjacent area which is currently being quarried for gravel.

### **Financing Guidelines and Principles**

The financing of infrastructure and public facilities is a crucial component of the implementation strategy for the Communications Hill Planned Community (CHPC) and is more fully described in the Communications Hill Specific Plan (CHSP). Although the Plan does not have a phasing component, general criteria have been established in the Plan to guide the varying increments of building by both private and public entities. It is critical that infrastructure be provided to facilitate the development of the entire Communications Hill area, and that costs be allocated on a fair share basis. As for other large scale development projects, significant levels of infrastructure costs will be incurred during the development process. These include necessary off-site improvements and on-site infrastructure. Such improvements should be installed as early as possible in order to create development opportunities but, in any case, must be installed concurrent with any development requiring them.



The actual allocation of infrastructure and public facility costs must be based upon principles that reflect public policy considerations, equitable treatment among affected property owners and overall financial feasibility. The financing portion of the Communications Hill Specific Plan identifies a variety of potential methods to finance infrastructure and public facilities for which the Communications Hill Specific Plan is responsible. These methods could include Assessment, Mello-Roos or Integrated Financing Districts as well as AB 2926 School Fees and land dedications. Preliminary cost estimates are identified in the CHSP to assess the magnitude of the infrastructure and public facilities costs. A detailed financial analysis which includes more detailed site planning and engineering analysis is necessary prior to development and will be the subject of additional study.

### **Implementation**

General and specific criteria for development within the Communications Hill Planned Community are contained in the Communications Hill Specific Plan (CHSP) to guide the varying increments of building by both private and public entities. The CHSP anticipates that development will occur over a period of 10-15 years and relies on the market demand for various uses to determine the kind, size and timing of development.

As the CHPC is developed, a system of streets, stairs, pathways, parks and utilities will be built concurrently with new housing, public facilities, shops and restaurants. The general objectives of implementation should be: 1) to ensure that the urban structure which is the backbone of the Plan is realized; 2) to ensure orderly, safe and sequential development; 3) to minimize conflicts between new development and on-going construction activities; 4) to minimize potential conflicts between new uses and existing ones, e.g., housing and industrial

facilities; and 5) to encourage new development to occur as soon as it is feasible. The CHSP provides guidance regarding the location and nature of public and private improvements. It also establishes special design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines.

### **Jackson-Taylor Planned Residential Community**

The Jackson-Taylor Planned Residential Community (PRC) was created to increase high density housing opportunities and supportive mixed uses in the central area of the city and in close proximity to transit. The PRC is based on the Jackson-Taylor Residential Strategy, a separate policy document described below. The Jackson-Taylor PRC is surrounded by some of San José's older residential neighborhoods, just north of the Downtown Core area. The PRC is approximately 80 acres and is generally bounded by Hedding, Eleventh, Empire, and Sixth Streets. Light rail transit, public bus services, regional freeways, and local streets provide excellent transportation access, connecting the PRC to San José's job centers in Downtown, North San José, and Edenvale. The PRC is adjacent to the Japantown Neighborhood Business District which offers commercial services, restaurants, and specialty stores which serve both the immediate neighborhood and the region. The existing character of the immediate area is predominantly urban.

The Jackson-Taylor Planned Residential Community is pedestrian- and transit-oriented, linking the PRC to its surrounding neighborhood and job centers. The PRC is intended to accommodate approximately 2,225 dwelling units, 107,000 square feet of retail space and 459,000 square feet of office uses. This mix of uses contributes to the

## V. LAND USE/TRANSPORTATION DIAGRAM

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creation of a community which is active both during the day and in the evenings.

### **Relationship to the Jackson-Taylor Residential Strategy**

To assist with the planning of the Jackson-Taylor PRC, the City Council engaged a consultant team and appointed a citizens task force representing the interests of neighborhood groups, community organizations, businesses, and property owners. The task force assisted the consultants and staff with the preparation of the Jackson-Taylor Residential Strategy, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, and public uses. The Jackson-Taylor Residential Strategy is a separate policy document providing the background, vision, and community character of the PRC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed policy direction for the review of rezoning and development permit applications for properties within the PRC. The Residential Strategy also suggests alternative land uses, some of which would require General Plan changes at a later date. The Residential Strategy explains the circumstances under which alternative land uses and circulation improvements should be considered for incorporation in the General Plan.

### **Plan Objectives**

The objectives of the Jackson-Taylor Planned Residential Community are:

- Maintain and enhance the character of the surrounding community.
- Achieve a supportive mix of housing, employment, shopping, and public uses.
- Provide a range of housing types, densities, and prices to house persons

with diverse income and household types.

- Strengthen pedestrian linkages to adjacent neighborhoods, transit, and the Japantown Neighborhood Business District.
- Maintain the existing street pattern.

These objectives are exemplified in the land use plan for the PRC (see Map 8).

### **Specific Land Use Plan**

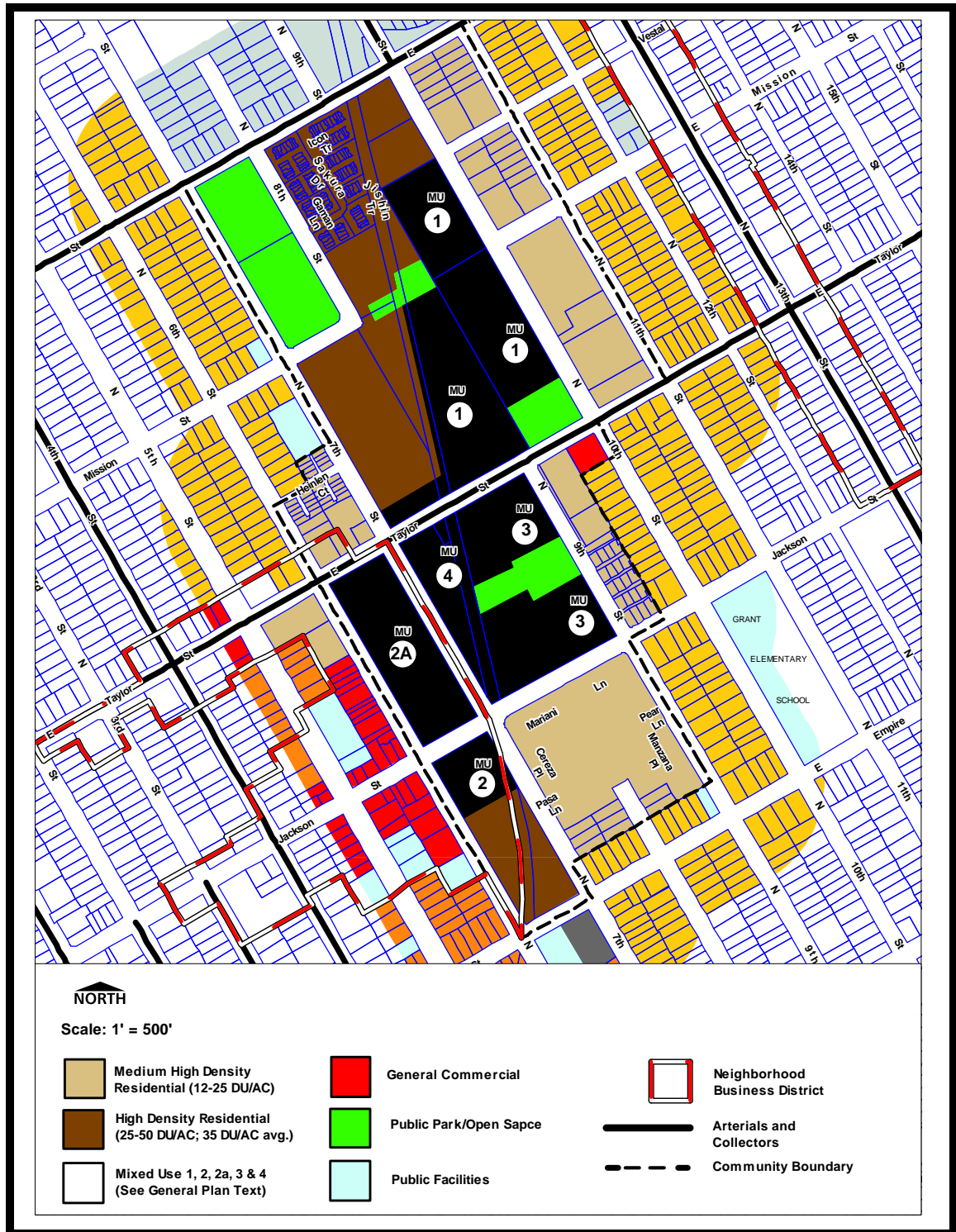
The Jackson-Taylor Planned Residential Community seeks to take advantage of its central city location and to create the critical development mass crucial to the achievement of an active day and night community. The PRC is, therefore, generally urban in character but has lower intensity land uses around its periphery to ensure compatibility with the surrounding, existing neighborhoods. Mixed use and more intensive development is encouraged in the center of the PRC. Each land use designation within the PRC is described below. These descriptions include some general urban design direction to ensure that new development within the PRC is compatible with its surroundings.

**Medium High Density Residential (12-25 DU/AC):** The properties located along most of the edges of the PRC are designated Medium High Density Residential (12-25 DU/AC). This designation is intended to buffer the existing, primarily single family neighborhood adjacent to the PRC from the more intensive residential and mixed uses planned for the center of the PRC. Where the Medium High Density Residential (12-25 DU/AC) designation is adjacent to existing single-family residences, development within this designation should reflect the lotting pattern of the surrounding area. When the development cannot follow the surrounding lotting pattern, the buildings

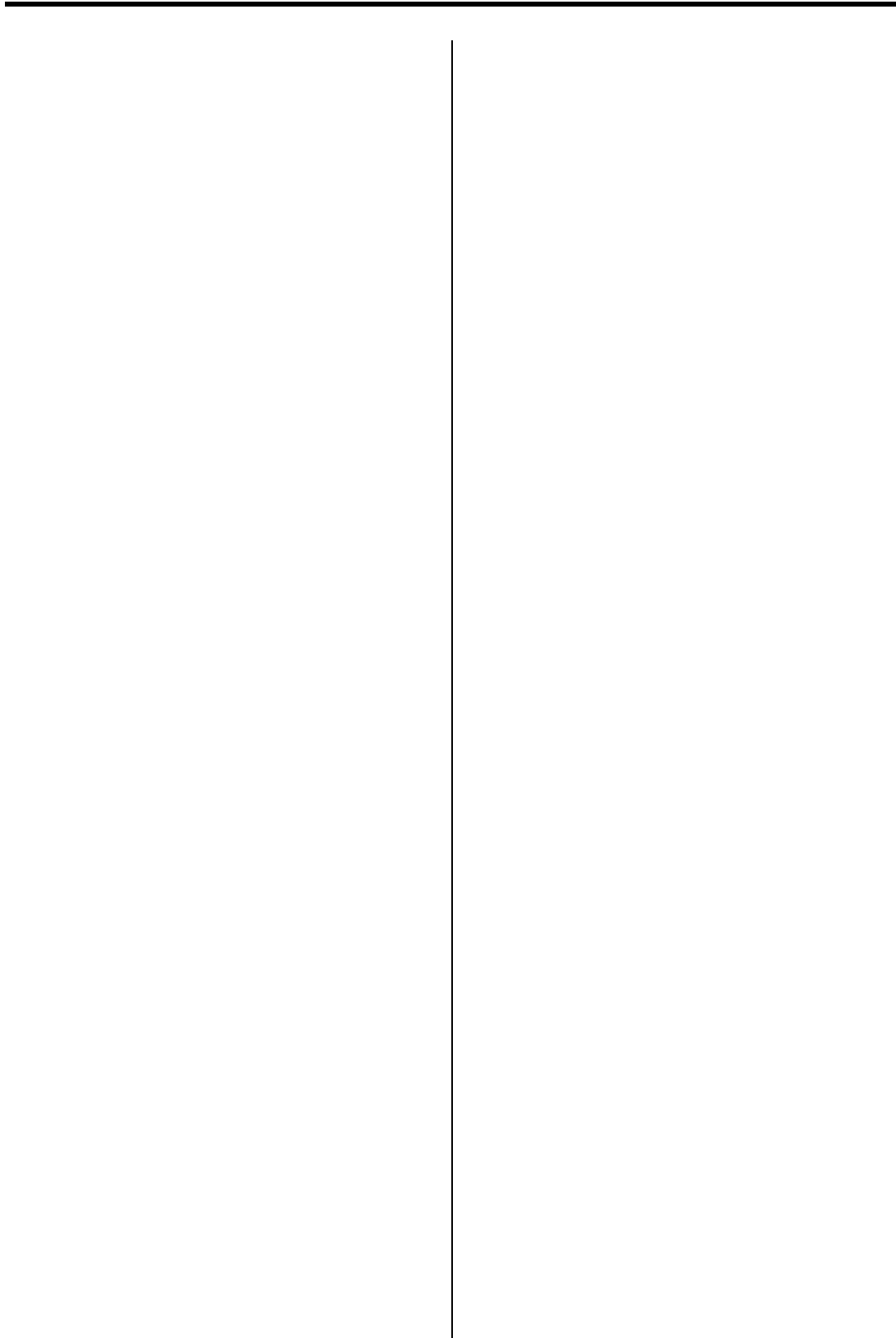
## LAND USE DIAGRAM

### Jackson-Taylor Planned Residential Community

**Map 8. Jackson-Taylor Planned Residential Community**  
 Specific Land Use Plan - Adopted 10-6-92  
 Amended 05-20-08



## V. LAND USE/TRANSPORTATION DIAGRAM



should follow the relationship and rhythm of the adjacent residential streetscape. A mixture of ownership and rental housing on approximately 5,000 to 7,000 square foot lots is the preferred development pattern for this land use designation, particularly at the interface with existing single family uses. Building heights should not exceed 40 feet.

**High Density Residential (25-50 DU/AC):**

The High Density Residential designation (25-50 DU/AC), is located away from the adjacent single family neighborhood. To meet the needs of a broad range of households and to contribute to the development of a more cosmopolitan community, a mix of housing densities, types, and ownership patterns is encouraged by the High Density Residential designation. This designation is intended to achieve an average, overall density of approximately 35 DU/AC. The designation permits densities as low as 25 DU/AC and as high as 50 DU/AC. Projects proposed at densities above 35 DU/AC should exhibit exemplary architectural design that is urban in character and expresses the essence of the design guidelines contained in the Jackson-Taylor Residential Strategy. Building heights should not exceed 45 feet. This designation requires that building facades be varied and articulated to reflect the character of the surrounding residential neighborhoods.

**Mixed Use:** To create a vibrant, urban environment that is active during the day and after dark, the center of the PRC is designated Mixed Use. This designation allows a mix of high density residential, retail, office, and a limited amount of other commercial uses. Within the Mixed Use designations, the residential component is predominantly the High Density Residential designation (25-50 DU/AC). Higher densities are permitted on 1) the former Corporation Yard site to accommodate up to 600 dwelling units, in accordance with the Jackson-Taylor Residential Strategy, and 2)

for the 3.24-acre parcel on the west side of North 10th Street, between Vestal Street and East Mission Street to allow up to 60 DU/AC. The residential uses should be a mixture of condominiums, townhomes and apartments, offering a variety of unit sizes to accommodate singles, couples, and families.

In most cases, a minimum amount of retail and office use is specified for each mixed use area. Retail uses are identified for strategic locations to encourage pedestrian activity and provide linkages with the adjacent Japantown Business District and residential community. These retail uses should provide services primarily to neighborhood residents and local office workers. Opportunities for office uses are also provided to allow residents to live and work in the same community and/or to encourage workers living in other areas of San José to commute to these jobs via transit.

The residential, retail, and office uses should be arranged vertically in the same building. For example, retail uses might be on the ground floor with one floor of office space above, and up to four stories of residential uses on upper floors. As defined in the Jackson-Taylor Residential Strategy, building heights within this designation, other than within the Japantown Complex, should not exceed 65 feet. Buildings within the Japantown Complex may be a maximum of 175 feet in height, except for buildings across from the National Register-eligible Japantown historic district on the southern half of North Sixth Street, which may be located below ground or above ground, provided that above ground parking should either be in the interior of a block and "wrapped" by commercial, office or residential uses, or if not located in the interior of a block, architecturally treated or landscaped.

Four Mixed Use categories are explained below, each designed to meet the unique

## V. LAND USE/TRANSPORTATION DIAGRAM

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circumstances of its surroundings. The table below summarizes the land use potential for each mixed use designation.

**Mixed Use #1** (Bounded by Vestal, Tenth, Taylor, and Seventh Streets): This designation allows High Density Residential (25-50 DU/AC) uses, up to 122,000 square feet of office, up to 150,000 square feet of industrial uses, and between 16,000 - 24,750 square feet of retail uses. For the 3.24-acre parcel on the west side of North 10th Street, between Vestal Street and East Mission Street, a residential density up to 60 DU/AC is permitted. Retail uses should be located along the north side of Taylor Street between Seventh and Eighth and at the northwest corner of Taylor and Ninth Streets. Additional retail uses are encouraged at the southwest corner of Tenth and Mission Streets and along the northern edge of the park located on Taylor Street between Ninth and Tenth Streets. Industrial use within this designation are limited to manufacturing uses which typically might have a retail and/or restaurant component and do not generate noise, odor, or other nuisance impacts. Auto-related uses are not permitted in this designation.

**Mixed Use #2** (Located on the northern portion of the block bounded by Sixth, Jackson, Seventh and Empire Streets): This designation allows High Density Residential (25-50 DU/AC) uses, 150 senior housing units, a 40-room inn, up to 80,000 square feet of office, and between 17,000 and 23,750 square feet of retail uses. The commercial square footage may also accommodate a cultural center. Retail uses are required along a portion of North Sixth Street and Jackson Street

**Mixed Use # 2A** (Bounded by Sixth, Taylor, Seventh, and Jackson, and including the Japantown Complex

identified in the Jackson-Taylor Residential Strategy): This designation allows up to 600 dwelling units, between 16,000 and 30,000 square feet of retail space (up to 24 live work units may be substituted for up to 14,000 square feet of retail space, provided that there is a minimum of 16,000 square feet of retail space), an approximately one-acre park, and up to 20,000 square feet of community amenity space. Retail uses should be located along Sixth Street, Jackson Street, and Taylor Street.

**Mixed Use #3** (Generally bounded by Taylor, Ninth, Jackson, and the Union Pacific Railroad tracks): This designation allows High Density Residential (25-50 DU/AC) uses, up to 192,625 square feet of office, and between 7,500 and 18,125 square feet of retail uses. Retail uses should be located on the south side of Taylor Street between Seventh Street and the rail tracks. Additional retail activity is encouraged at the south west corner of Taylor and Ninth Streets and mid-block on the west side of Eighth Street. The Eighth Street retail is intended to support a potential future BART station and open space areaGeneral Commercial (Southwest corner of Tenth and Taylor Streets):

This designation allows freestanding commercial establishments, and business and professional offices. Given the small size of the site and its proximity to planned residential uses, neighborhood-serving commercial enterprises are preferred in this location (e.g., gas stations, retail, and personal service shops. An alternate land use for this site is Medium High Density Residential (12-25 DU/AC) as described in this section.

**LAND USE DIAGRAM**  
**Jackson-Taylor Planned Residential Community**

**Figure 19. Jackson-Taylor PRC Mixed Use Development Potential**

<b>Jackson-Taylor PRC Mixed Use Development Potential</b>		
Land Use Designation	Acreage	Development Potential
MU1	11.9 acres	High Density Residential (25-50 DU/AC); 16,000-25,750 square feet of retail; and up to 150,000 square feet of office, and a residential density up to 60 DU/AC for the parcel on the west side of North 10th Street, between Vestal Street and East Mission Street.
MU2	0.57 acres	High Density Residential (25-50 DU/AC); 150 senior housing units; 40-room inn; 17,000-23,750 square feet of retail; and up to 80,000 square feet of office.
MU2A	5.23 acres	Residential uses up to 600 dwelling units; an approximately one-acre park; between 16,000 and 30,000 square feet of retail space (up to 24 live work units may be substituted for up to 14,000 square feet of retail space, provided that there is a minimum of 16,000 square feet of retail space); up to 20,000 square feet of community amenity space.
MU3	6.2 acres	High Density Residential (25-50 DU/AC); 7,500-18,125 square feet of retail; and up to 192,625 square feet of office.
MU4	2 acres	High Density Residential (25-75 DU/AC); and up to 12,000 square feet of office and/or retail.

**Mixed Use # 4:** (located on the southeast corner of E. Taylor and N. 7th Streets): This designation allows High Density Residential (25-75 DU/AC) and office and/or retail uses. Office and/or retail uses should be located along E. Taylor Street.

Preferably, commercial uses should be vertically integrated with residential uses in the same building; however, the two uses may be horizontally mixed on the site.

**Neighborhood Business District Overlay:** The Japantown Neighborhood Business District (NBD) program boundaries extend into the Jackson-Taylor PRC. The NBD encompasses most of the properties west of Seventh Street.

**Public Park/Open Space:** Park areas provide valuable open space for a livable and enjoyable higher density, mixed use community. Bernal Park is identified for potential future expansion to Mission Street and other open spaces are proposed throughout the PRC. The general locations for these neighborhood and pocket parks are depicted within the Planned Residential Community; however, other than the Bernal Park expansion, the specific size, ultimate location and configuration of these park sites will only be finalized through the acquisition of a particular parcel. Until a park site is acquired, the land use designation of that "park" site is the PRC designation of the adjacent property within the same block to ensure new development is consistent with

## V. LAND USE/TRANSPORTATION DIAGRAM

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its surroundings. If the proposed expansion of Bernal Park does not occur, then the property should develop at the Medium High Density Residential (12-25 DU/AC) designation.

### Implementation

General and specific policies and guidelines for development within the Jackson-Taylor Planned Residential Community are contained in the Jackson-Taylor Residential Strategy. All development within the Jackson-Taylor PRC is expected to be consistent with the requirements of the Residential and Commercial Design Guidelines and, particularly, the design guidelines contained in the Jackson-Taylor Residential Strategy. The primary implementation tool is the rezoning of properties to Planned Development zoning districts which conform to the PRC. The Residential Strategy contains guidelines to help the area transform from an industrial to primarily residential area.

### Midtown Planned Community

The Midtown Planned Community (MPC) guides the transition of a 210-acre changing industrial area to a mixed-use community just west of Downtown San José. The MPC is based on the Midtown Specific Plan, a separate document described below. The MPC is a "J" shaped area that extends from The Alameda (generally between Sunol Street and Los Gatos Creek) to properties south of Auzerai Avenue, and then west to Meridian Avenue south of West San Carlos Street.

The Midtown Planned Community (MPC) enjoys excellent access to freeways and public transit. The MPC is part of a larger area bounded by I-280, I-880 and SR-87. The Cahill Station, located in the northern portion of Midtown, serves as a major terminal for CalTrain commuter rail service

and for more long distance Amtrak service, and is an important transfer point for county bus service. The proposed Vasona Light Rail Transit (LRT) Corridor will provide direct service from Downtown San José to Los Gatos through the Midtown PC and will include a spur connection to the Cahill Station. Transit service in Midtown may be expanded in the future by light rail transit service along the San Carlos/Stevens Creek Boulevard corridor and a potential extension of BART to San José. The Midtown PC includes portions of The Alameda and West San Carlos Neighborhood Business Districts (NBDs) which offer neighborhood and regional-serving shops and businesses. Midtown's surroundings include some of the City's most desirable and historic residential neighborhoods. Los Gatos Creek, located along Midtown's eastern boundary, provides the opportunity to connect Midtown with the Los Gatos Creek Trail system and Guadalupe River Park. The San José Arena is situated just north of Midtown.

The Midtown Planned Community is pedestrian- and transit-oriented, linking the MPC to its surrounding neighborhoods and job centers. The MPC is intended to accommodate up to 2,940 dwelling units, 335,000 square feet of retail space, 920,000 square feet of office uses and 305,000 square feet of new industrial/commercial uses. This mix of uses complements the existing and planned intensive development in nearby Downtown San José. The MPC also includes the retention, and potential expansion, of approximately 500,000 square feet of industrial space for established uses. This industrial activity provides important jobs and economic development opportunities in San José.

### Relationship to the Midtown Specific Plan

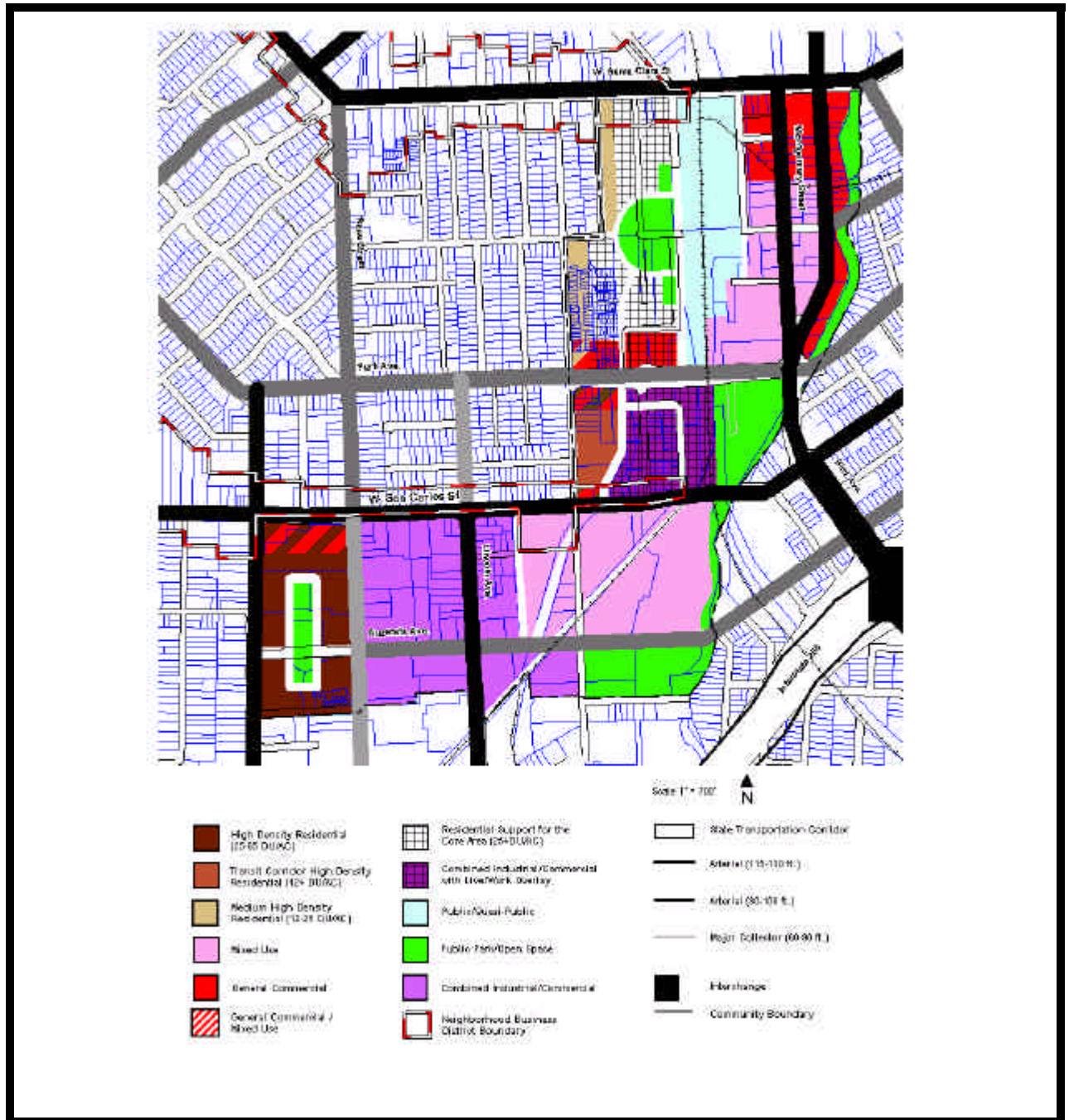
To develop a plan for the MPC, the City Council appointed a citizens task force representing the interests of property owners,



## LAND USE DIAGRAM Midtown Planned Community

### Map 9. Midtown Planned Residential Community

Specific land Use Plan - Adopted 12-08-92 Last amended 04-24-07



## V. LAND USE/TRANSPORTATION DIAGRAM

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businesses, neighborhood groups and community organizations. The task force assisted staff with the preparation of the Midtown Specific Plan, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, industrial and public uses. The Midtown Specific Plan is a separate document providing the background, vision, and community character of the MPC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed direction for the review of rezoning and development permit applications for property within the MPC, and includes design guidelines. The direction includes special accommodations and requirements for existing industrial uses and "transitional" land use activities.

### **Plan Objectives**

The objectives of the Midtown Planned Community are to:

- Create a pattern of development that reinforces transit.
- Provide a diversity of housing opportunities that establishes viable and livable neighborhoods.
- Preserve viable industrial and commercial-service uses within Midtown.
- Create an extensive system of pedestrian pathways and open space.
- Balance circulation needs with considerations of livability.
- Complement and extend adjacent residential and commercial areas surrounding Midtown.

These objectives are exemplified in the land use plan for the Midtown PC (see Map 9).

### **Specific Land Use Plan**

Midtown has historically served as a major fruit packing transshipment and light industrial area. This role is changing as some industry leaves and large properties stand vacant. The Midtown Planned Community recognizes adjacent conditions by planning compatible residential uses to the west, commercial uses to the north, and combined industrial/commercial uses to the south. High density residential and intensive commercial uses are oriented to transit, encouraging pedestrian activity. Some industrial and commercial service uses are

maintained with opportunities for expansion. The land use plan creates a pedestrian and transit-oriented community, encouraging development with an urban character. Each land use designation within the Midtown PC is described briefly below.

#### **Medium High Density Residential (12-25**

**DU/AC):** Properties located along the western edge of Midtown on Wilson and Sunol Streets are designated Medium High Density Residential. This designation ensures a compatible interface with the adjacent neighborhood. Development within this narrow band should reflect the setbacks and have a direct relationship with the street

as do the houses in the existing neighborhood. Housing types may include townhouses, apartments, condominiums, and other forms. Building heights are limited to 25 feet or two stories.

#### **Transit Corridor Residential (12+ DU/**

**AC):** This designation has been adapted to the conditions in Midtown and is applied to properties located in an area bounded by West San Carlos Street, Sunol Street, Park Avenue, and the extension of Bush Street. This designation provides flexibility to meet a variety of conditions within the block area. In response to the existing neighborhood west of Sunol Street, development along the

## V. LAND USE/TRANSPORTATION DIAGRAM

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east side of the street is expected to occur at densities ranging from 12 to 25 DU/AC with heights not exceeding 25 feet or two stories. The remainder of this block may be developed at much higher densities as long as these projects are compatible with and relate well to their surroundings. For the more dense projects, building heights can increase gradually to a maximum of 65 feet with increasing distance from the residential neighborhood west of Sunol Street. Limited projections above 65 feet are allowed up to a maximum of 90 feet or 8 floors as long as certain criteria are met. These criteria are explained in more detail in the Midtown Specific Plan. Transit Corridor Residential also allows mixed use projects having two floors of commercial uses and upper floors of residential uses. Such mixed use projects are limited to West San Carlos Street and Park Avenue. Freestanding commercial activities are also allowed in this area but only along West San Carlos Street and Park Avenue.

### **High Density Residential (25-65 DU/AC):**

This designation is applied to the area bounded by Meridian Avenue, West San Carlos Street, Race Street, and the property south of Auzerais Avenue (the "Saddlerack" site). A mix of residential densities and housing types is encouraged under this designation. Development should provide a diverse range of building types which foster pedestrian activity. Housing should be oriented around a 2.5 acre public park to provide an important amenity and focus to this new neighborhood. To promote diversity, structures should be highly articulated including varied building heights and floor plate elevations. Building heights should not exceed 65 feet.

**Residential Support for the Core (25+ DU/AC):** This designation has been adapted to Midtown and is applied to properties located west of the Cahill Station and its rail tracks, between The Alameda and Park Avenue.

Development should encompass a diverse mix of housing densities, types and ownership patterns. Some of the housing should front on a 6 acre park, providing a direct relationship between the residential and open space uses. Although this designation does not have an upper limit on density, it is expected that development would not exceed 65 DU/AC to maintain a positive relationship with the neighborhood to the west and to provide complementary housing types to those that would be found predominantly in the Downtown Core Area. Predominant building heights are expected to be 3 to 4 stories (or 65 feet) with the opportunity for heights up to eight stories (90 feet) in certain locations if specific criteria are satisfied. These criteria are explained in more detail in the Midtown Specific Plan. This designation also provides for two lower floors of commercial uses as part of residential projects. Such mixed uses should be situated along The Alameda and Park Avenue. Freestanding retail uses are also allowed in this area but only along the frontage of The Alameda and Park Avenue.

**Mixed Use:** To take advantage of infill opportunities near transit, the Midtown Planned Community designates two areas for mixed use development. One area is south of San Fernando Street near the Cahill Station and the second area is adjacent to a planned light rail station at Sunol and West San Carlos Streets. A mix of residential and commercial uses are allowed at higher intensities to maximize the development opportunities of these locations. Residential development is expected to range from 40 to 100 DU/AC and commercial development is expected to have a 0.5 to 3.0 Floor Area Ratio. The designation allows multiple-family and alternative housing (e.g., single-room occupancy, live-work housing, etc.). Commercial uses are intended to provide important services to nearby residents and transit riders. Drive-through commercial uses are not allowed. This designation

facilitates new development in these areas but also provides for the retention of existing retail and office uses. For example, near the Cahill Station, new retail businesses, residential projects, and mixed use developments can be interspersed among the existing businesses. The two Mixed Use categories are described below:

**Mixed Use #1:** (Area bounded by West San Fernando Street, Autumn Street, Park Avenue, and the transmission lines): This area is characterized by relatively small parcel sizes and many property owners. The development potential of this area is 40 to 150 DU/AC, which is approximately 800 dwelling units, 70,000 square feet of retail/restaurant uses and 180,000 square feet of office space. Given the ownership patterns, it may be more difficult to mix commercial and residential uses in the same structure. For this reason, this designation allows for single use or mixed use development. Building heights cannot exceed 120 feet.

**Mixed Use #2** (Area south of West San Carlos Street on both sides of Sunol Street): This area is adjacent to the Vasona Light Rail Corridor and is characterized by large parcels and few property owners. The development potential of this area is 240 to 370 dwelling units, 60,000 square feet of retail/restaurant/entertainment uses, and 40,000 square feet of office uses. These uses can be configured in a number of ways: integrated retail and residential projects; stacked residential, office, and retail uses; or individual buildings with single uses. Retail uses are encouraged along West San Carlos Street to strengthen the Neighborhood Business District. Building heights cannot exceed 90 feet.

**General Commercial:** This designation is applied to two areas south of the Arena: one

is bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Cahill Station and the other is east of Autumn between West Santa Clara Street and Park Avenue. The designation permits a range of commercial uses, including office, retail, restaurant, entertainment, hotel, and other compatible commercial activities. These uses should support the Cahill Station and complement the more intensive commercial uses of the Downtown Core. Given the unique opportunities presented by Los Gatos Creek, development east of Autumn Street should consist primarily of recreation-oriented commercial uses (e.g., bicycle rentals, cafes, etc.) that enhance the creek amenity. For this reason, development east of Autumn should not exceed 0.5 FAR. For development in the remainder of the area, FARs of up to 3.0 are permitted. Building heights should not exceed 120 feet west of Autumn and 35 feet east of Autumn.

**General Commercial Overlay:** To strengthen the West San Carlos Neighborhood Business District, this overlay is applied to West San Carlos Street between Meridian Avenue and Race Street and between Sunol Street and the extension of Bush Street. On these frontages, commercial uses should be limited to neighborhood-serving retail uses (e.g., banks, grocery stores, drug stores, bakeries, etc.). These commercial uses could be developed as freestanding uses or could be integrated with residential development within the 65-foot height limit.

**Public/Quasi-Public:** This land use designation is applied to properties along the railroad tracks between The Alameda and Park Avenue and represents the expectation that existing transportation and utility-related uses will be continued. Additional public/quasi-public uses are allowed throughout Midtown according to the policies set forth in other sections of the General Plan.

## V. LAND USE/TRANSPORTATION DIAGRAM

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**Combined Industrial/Commercial:** This designation is applied to properties south of West San Carlos Street between Race Street and Los Gatos Creek, with the exception of the sites adjacent to the future light rail station described above under Mixed Use. The purpose of this designation is to preserve and intensify the existing pattern of light industrial and commercial service uses, maintaining opportunities for economic development in San José. This area should retain its existing industrial character and continue to provide important services, supplies and other products to other businesses and to residents of San José. To discourage the displacement of the existing uses with higher intensity development, a maximum intensity of 0.5 FAR and a maximum height of 45 feet are established for this designation.

**Combined Industrial/Commercial with Live/Work Overlay:** This designation applies to the properties generally bounded by Park Avenue, the Southern Pacific tracks, West San Carlos Street, and the extension of Bush Street. This designation contains all of the provisions of the Combined Industrial/Commercial designation with the additional opportunity for live/work housing. Live/work housing is a housing type in which the residential unit also functions as the primary place of employment for artists, architects, engineers, and others. Under this designation, live/work housing could be accommodated in rehabilitated industrial space or in new construction.

**Public Park/Open Space:** Park areas provide essential amenities to the new neighborhoods within Midtown. For this reason, 13.5 acres of parks and open spaces are distributed throughout the Planned Community. A 6-acre park is identified west of the Cahill Station, a 5-acre park is identified south of Park Avenue at Los Gatos Creek, and a 2.5-acre park is identified south of West San Carlos between Meridian

Avenue and Race Street. Until a park site is acquired, the land use designation of that "park" site is the MPC designation of the adjacent property within the same block. If a park does not occur on the Fire Training site located at Park Avenue, then the property should retain its Public/Quasi-Public designation.

**Neighborhood District Overlay:** The Neighborhood Business District (NBD) program boundaries extend into the Midtown Planned Community along The Alameda and West San Carlos Street.

### Circulation

The Midtown Planned Community provides for a street network which extends the adjacent existing grid pattern of streets into the MPC. Streets are located to carry MPC area traffic without negatively affecting the surrounding neighborhoods or business areas. These streets also serve as pedestrian and bicycle ways throughout the area. With the exception of Auzerais Avenue and West San Fernando Street, the streets described below are minor streets which provide primary circulation for new development in Midtown. Additional streets will be necessary to serve planned development in the MPC and will be determined at the zoning stage.

The major features of the street system include an extension of Bush Street, the development of White Street, the realignment of West San Fernando Street and Auzerais Avenue, and new streets south of West San Carlos Street. Bush Street is extended from The Alameda south around a 6-acre park and along the Union Pacific Railroad line to West San Carlos Street.

The White Street right-of-way is planned to be developed south of The Alameda adjacent to the railroad tracks at the Cahill Station and extended south to terminate in a cul-de-sac just north of Park Avenue. This alignment of

White Street assumes that several of the tracks will be removed when the staging and storage of trains is moved to another location. Should plans to remove the tracks be abandoned, White Street should be aligned parallel to the tracks instead of jogging east and then south.

West San Fernando would be realigned from Delmas Street outside of Midtown to terminate at the Cahill Station. This realignment would provide a direct linkage between the Cahill Station and Downtown. Auzerais Avenue could support residential development in its existing alignment or it could be rerouted south of the "Saddlerack" site at the corner of Meridian Avenue and Auzerais Avenue to provide for truck circulation south of the residential neighborhood. Either alignment is consistent with the Midtown Specific Plan. Additional new streets include: a new street parallel to and between Lincoln Avenue and Sunol Street extending from West San Carlos to Auzerais Avenue; new streets around the 2.5-acre park south of West San Carlos; and Cahill and Crandall Streets re-established as public streets.

### **Implementation**

General and specific policies and guidelines for development within the Midtown Planned Community are contained in the Midtown Specific Plan. All development within the Midtown PC is expected to be consistent with the requirements of Residential Design Guidelines and Commercial Design Guidelines and, particularly, with the design guidelines contained in the Midtown Specific Plan.

The Midtown Specific Plan also contains policies guiding the transition of uses from industrial to a mix of uses. These policies address existing uses, transitional uses, historic structures, and the relationship between industrial and residential uses to ensure compatibility.

An analysis of preliminary financial feasibility for the Midtown Specific Plan found that the plan is financially feasible since most of the required infrastructure is already present in the area. Opportunities for financing infrastructure and community facilities should be pursued, however, to ensure that the first developers in the area are not unduly burdened with "upfront" costs. The Midtown Specific Plan identifies financing principles to guide the development of a financing plan. A variety of mechanisms could be used to finance required improvements.

### **Tamien Station Area Planned Community**

The Tamien Station Area Planned Community (TSAPC) designation establishes a long-term development plan for a 140 acre area occupied by a mix of older commercial and industrial uses and relatively newer residential uses. The area is centered around a unique combination of CalTrain passenger rail and Santa Clara County Light Rail Transit facilities that together make up the Tamien Multi-Modal Station. The TSAPC is based on the Tamien Station Area Specific Plan, a separate policy document adopted by the City Council that provides background, specific development policy, and the planned community character in greater detail than the TSAPC.

The TSAPC is located about two thirds of a mile south of Downtown San José and is generally bounded by Willow Street to the north, Lick Avenue and Little Orchard Street to the east, the Union Pacific Railroad to the south, and the Guadalupe River to the west. This area has exceptional access to both public transit and freeways. In addition to the heavy and light rail stations, the Tamien Multi-Modal Station contains an important bus service node. The Guadalupe Light Rail Corridor and the Route 87 freeway share the same right-of-way and bisect the TSAPC.

## V. LAND USE/TRANSPORTATION DIAGRAM

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The light rail line links North San José/Santa Clara, the Downtown, and South San José. State Route 87 provides easy access to other freeways near the center of the City.

Just north of the TSAPC is the Willow Street Neighborhood Business District which offers some regional and neighborhood serving commercial uses. The TSAPC is also bracketed by several existing, well established neighborhoods including the Gardner, Guadalupe-Washington, and Willow Glen neighborhoods. The Guadalupe River, which forms the western boundary of the TSAPC, is an important open space resource and could provide a trail link to the Guadalupe River Park in the Downtown and to a larger regional trail system.

A fundamental purpose of the TSAPC is to promote pedestrian activity and transit use. The mix of land uses is intended to allow residents to meet day-to-day shopping needs without driving. The transit facilities in the TSAPC will allow residents to commute to employment centers such as Downtown and North San José. The TSAPC would allow about 1,682 dwelling units and over 50,000 square feet of commercial space, primarily for neighborhood serving retail uses.

### **Relationship to the Tamien Station Area Specific Plan**

The Tamien Station Area Specific Plan (TSASP) is the City's specific policy for governing development in the Tamien Station Area Planned Community (TSAPC). The TSASP supplements this general plan and is essential to the understanding and proper implementation of the TSAPC. The TSASP was developed with the assistance of a 19 member task force representing property owners, business interests, public agencies, and nearby neighborhoods. The TSASP provides detailed direction for individual development projects within identified subareas including specific land

use, design, circulation, and implementation policies beyond the scope of the General Plan.

The TSASP and the TSAPC share the following common objectives:

- Create a combination of land uses that effectively support transit use, reduce dependability on the automobile, and attract pedestrian activity.
- Create a livable community that effectively utilizes the natural and man-made amenities of the Tamien Station Area.
- Provide a variety of housing opportunities that are suitable for a range of household incomes, sizes and tenancies and provide housing types that support an efficient, compact form of development.
- Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods and creates a positive environment for new neighborhoods in the Tamien Station area.

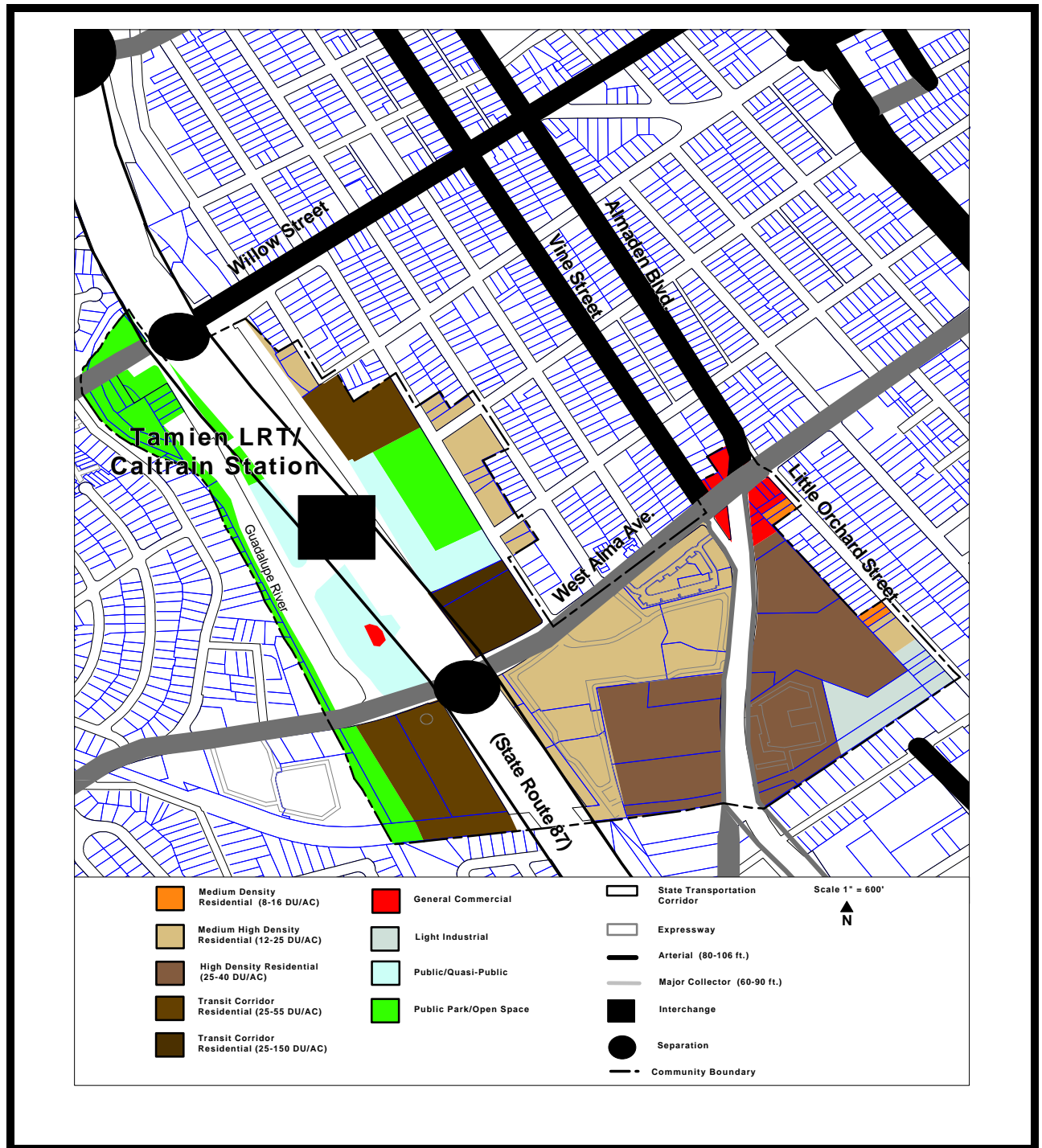
### **Specific Land Use Plan**

The specific land use plan for the TSAPC (see Map 10) is designed to achieve the objectives listed above and was developed after evaluating three plan alternatives during the preparation of the TSASP. The specific land use plan locates the most intense and the highest density uses on those sites closest to the Tamien Multi-Modal Station. The Planned Community land use plan, in combination with the land use and design policies of the specific plan, seeks to ensure that new development will be compatible with existing adjacent neighborhoods. The land use plan, when

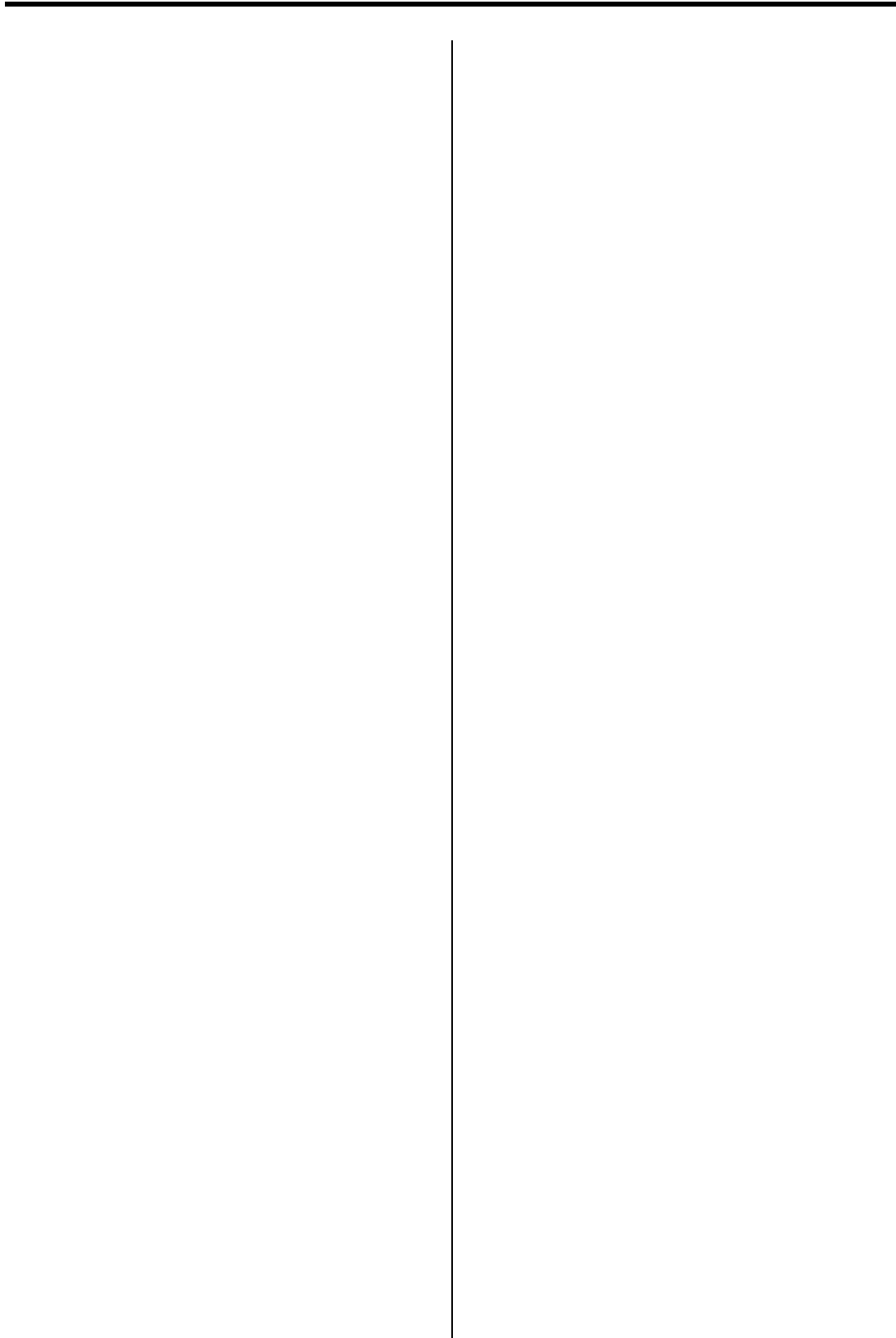


# LAND USE DIAGRAM Tamien Station Area Planned Community

**Map. 10 Tamien Station Area Planned Community**  
Specific Land Use Plan, Adopted March 21, 1995



## V. LAND USE/TRANSPORTATION DIAGRAM



fully implemented, will create a transit-oriented, pedestrian friendly community.

The specific plan allows existing land uses within the Tamien Station Area to remain indefinitely. Land use changes would only occur when the property owner determines that such a change is desirable. However, the plan limits expansion of uses that do not conform to the plan. Each land use designation and certain key design parameters for the Tamien Station Area Planned Community are described below.

**Transit Corridor Residential (25-55 DU/AC; 25-150 DU/AC):** This designation promotes high density residential uses on sites very close to the Tamien Multi-Modal Station and is intended to encourage transit use. New residential development on land designated Transit Corridor Residential should occur within a density range of 25-55 DU/AC, except on the site located at the northwest corner of Alma Avenue and Lick Avenue (commonly known as the Alma Bowl site) where the density range should be 25-150 DU/AC. An average density of 35 DU/AC is strongly encouraged under this designation which also allows a small amount of commercial and/or office use on the first two floors of a high density residential project. Freestanding commercial kiosks near the CalTrain station are also permitted under this designation. Drive through uses are prohibited.

The typical maximum height allowed under this designation is 65 feet, however, the portion of the Santa Clara County Transportation Agency (SCCTA) site with this designation (roughly, the southwest corner of Lick Avenue and Goodyear Street) must utilize "staggered" height limits. This "staggered" height limit would start at 25 feet within 25 feet of a single family property and would gradually increase to 65 feet toward the center of the site to ensure that the mass of the structure does not overwhelm the

adjacent neighborhood. Limited building elements with a maximum height of 90 feet may be allowed in conformance with the criteria established in the Tamien Station Area Specific Plan (TSASP).

The Elks Club site (southwest corner of Alma Avenue and Route 87) is the only other site with this designation and is separated from its surroundings by Route 87 to the east, the Union Pacific Railroad to the south, and the Guadalupe River (and the future flood control bypass channel) to the west. These buffers, in combination with required setbacks and a staggered height limit (45 feet) on the west side of the site should minimize the potential impact of new development which may otherwise have a maximum height of 65 feet.

**High Density Residential (25-40 DU/AC):**

This designation is applied to properties adjacent to Almaden Road that are further than a 2000 foot walking distance from the Tamien Multi-Modal Station but are suitable for some form of higher density housing. An average density of 30 DU/AC is strongly encouraged under this designation. Structures developed under this designation should be no more than 45 feet in height, although new residential development on the Italian Gardens site (east side of Almaden Road) should be limited to a maximum height of no more than 25 feet within 50 feet of the single-family detached properties on Little Orchard Street.

**Medium High Density Residential (12-25 DU/AC):**

This designation acts primarily as a transitional land use separating existing single-family neighborhoods from the higher density and more intense Transit Corridor Residential and Mixed Use development. Two-story townhouses, condominiums, or apartments are typical structures allowed under this designation. Height is limited to a maximum of 25 to 35 feet depending on how close the structure is to existing single-

## V. LAND USE/TRANSPORTATION DIAGRAM

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family development. Scale of development should be compatible with the existing adjacent neighborhood.

**Medium Density Residential (8-16 DU/AC):** This designation applies to a few small lots on Little Orchard Street that are adjacent to or facing single-family dwellings and cannot be efficiently developed with higher density. This designation can allow single-family dwellings or multi-family dwellings consistent with the 8-16 DU/AC density range.

**General Commercial:** This is a non-specialized commercial designation which allows a variety of commercial uses oriented to transit riders, residents, and other customers. Retail and service commercial and business and professional office use are allowed under this designation. Drive through uses are prohibited.

The land use plan focuses General Commercial uses around the intersection of Alma Avenue and Almaden Road to maximize the exposure of these uses to all customer groups. A small amount of General Commercial use may be located in the Tamien Station Light Rail Transit parking lot to directly serve transit users and others. New commercial structures should be designed in conformance with San José's Commercial Design Guidelines.

**Light Industrial:** This designation applies to existing industrial uses facing Little Orchard Street, such as Stucco Supply, that are expected to remain in operation for the long term. The types of industrial uses allowed under this designation exclude uses with unmitigated hazardous or nuisance effects.

**Public/Quasi-Public:** This designation applies to public land uses, primarily the parking lots near the Tamien Light Rail Transit and CalTrain Stations and the

SCCTA Child Care Center located on the west side of Lick Avenue. Kiosks or other small (less than 1,000 square feet) commercial structures may also be permitted under this designation. These uses are designed to support transit use.

**Public Park/Open Space:** This designation applies to lands that are publicly owned and intended for open space and recreational use. The bulk of this land is associated with the Guadalupe River Bypass Channel to be constricted by the Santa Clara Valley Water District. The Planned Community and the specific plan call for a four acre park near the entrance of the CalTrain Station and a future community garden between Lelong Avenue and Route 87. The proposed four acre park should act as a community focal point as well as provide open space. Kiosks or other small (less than 1,000 square feet) commercial structures designed to support transit use may also be permitted under this designation.

### Circulation

The Tamien Station Area Planned Community (TSAPC) will build on the existing street and circulation system which will remain substantially unchanged. It consists of a grid system of streets and sidewalks, several major arterials, and State Route 87 and its existing bicycle facility. No new streets are required or precluded.

The specific plan identifies pedestrian improvements that will help create a pedestrian friendly environment. These improvements include completing incomplete sidewalk links when new development occurs and improving existing pedestrian routes with street trees and street lighting. These improvements should enhance pedestrian access to transit facilities and commercial areas including the Willow Street Neighborhood Business District.

The trail associated with the Guadalupe River bypass channel will be a major new pedestrian route which could link the Tamien Station area to the Guadalupe River Park in the Downtown and other regional trails. The specific plan also seeks a long term solution to encouraging pedestrians in the Almaden Road area to walk to transit facilities.

New bike routes are proposed to link to the bicycle facility adjacent to State Route 87 and other bicycle facilities.

### **Implementation**

General and specific policies for development within the Tamien Station Area Planned Community (TSAPC) are contained in the Tamien Station Area Specific Plan (TSASP). These policies cover land use, design, streets and circulation, and implementation.

The land use and design policies are designed to more specifically guide development within the three subareas of the specific plan. All development within the Tamien Station area is expected to conform to San José's Residential Design Guidelines and Commercial Design Guidelines. In addition, each development project must conform with special policies on building orientation and design, massing and height, setbacks and buffers, parking and servicing, and open space and landscaping for each subarea.

The streets and circulation policies focus on maintaining adequate street function and access, improving pedestrian walkways and encouraging their use, and improving bicycle circulation.

The implementation policies in the specific plan: describe how common improvements and amenities may be provided; establish parameters for the expansion or remodeling of existing uses and buildings that do not conform to the plan; identify specific

mitigation measures and interface treatments between different uses; require master planning of certain individual properties or combinations of properties; and suggest the exploration of means to fund or create special community improvements. These policies, along with the land use, design, and street and circulation policies should ensure that future development will fulfill the objectives of the Tamien Station Area Planned Community and Specific Plan.

### **Rincon South Planned Community**

The Rincon South Planned Community (RSPC) designation establishes a long-term development plan for the 465 acres bounded by US Highway 101 to the north, Interstate 880 to the southeast and the Guadalupe Parkway (Route 87) to the west. The area is located about a mile north of Downtown and lies at the southern tip of the North San José industrial area, an important employment center for San José. The RSPC is bordered on the west by the San José Airport, by industrial areas to the north and the east and by the City's government center and an older residential neighborhood to the south.

The Rincon South area contains a variety of existing land uses ranging from single-family residential to industrial. Rincon South is also adjacent to the San José International Airport and is surrounded by three freeways. In addition, the Guadalupe Light Rail Line runs through the area along North First Street. The presence of this extensive transportation infrastructure has done much to shape Rincon South. Historically, proximity to the Airport has resulted in hotel and retail development and ready access to the road system has fostered transportation service uses. In the last two decades office and industrial development in the area has been substantial. With the establishment of the light rail system, the area is starting to transform to meet new,

## V. LAND USE/TRANSPORTATION DIAGRAM

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more urban land use demands and opportunities.

The RSPC is based on the Rincon South Specific Plan, a separate policy document adopted by the City Council that provides background, specific development policies, and the planned community character in greater detail than the RSPC.

### **Relationship to the Rincon South Specific Plan**

The Rincon South Specific Plan (RSSP) is the City's specific policy for governing development in the Rincon South Planned Community (RSPC). The RSSP supplements this general plan and is essential to the understanding and proper implementation of the RSPC. The RSSP was developed with the assistance of a 13 member Focus Group representing property owners, business interests, and residents from the Rosemary Gardens Neighborhood. The RSSP provides detailed direction for individual development projects within identified sub-areas including specific land use, design, circulation, and implementation policies beyond the scope of the General Plan.

The RSSP and the RSPC share the following common objectives:

- Guide development within the Guadalupe Transit-Oriented Development Corridor by allowing for and encouraging the creation of a combination of land uses that take full advantage of the existing light rail facilities, reduce dependability on the automobile, and attract pedestrian activity.
- Give the area a clear, distinct and attractive visual identity that supports its role as an important entry point for San José.

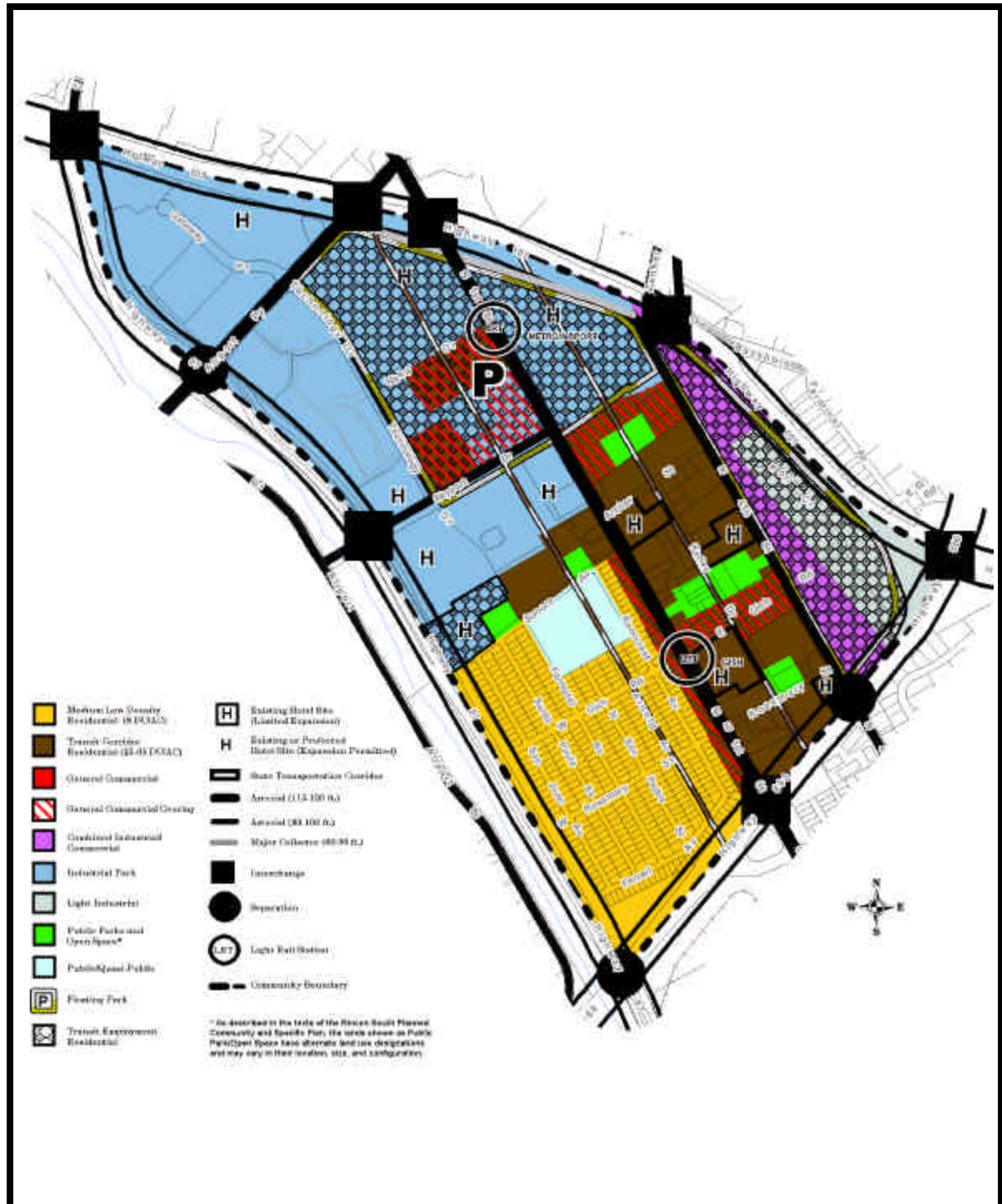
- Promote new residential development to increase the City's housing supply within the Guadalupe Transit-Oriented Development Corridor and in proximity to jobs located within Rincon South and North San José.
- Preserve the quality and character of the existing Rosemary Gardens Neighborhood.
- Add new parklands of appropriate scale and location to support new residential development within Rincon South.
- Promote retail commercial uses as part of the development of the Guadalupe Transit-Oriented Development Corridor Rincon South Planned Community and to provide support services for existing and new residential, office and hotel uses.
- Promote economic development to improve the City's jobs-housing balance through the protection of existing industrial and commercial uses in certain areas and by the promotion of new office, industrial, research and development, and hotel uses where appropriate.
- Minimize traffic impacts through trip internalization and encourage transit use as measures for the alleviation of local traffic congestion.

### **Specific Land Use Plan**

The specific land use plan for the RSPC (see Map) is designed to achieve the objectives listed above and was developed after evaluating a series of plan alternatives during the preparation of the RSSP. The specific

# **LAND USE DIAGRAM** **Rincon South Planned Community**

**Map. 11 Rincon South Planned Community**  
 Specific Land Use Plan - Amended July 21, 2005



## V. LAND USE/TRANSPORTATION DIAGRAM

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land use plan seeks to take full advantage of the light rail stations within Rincon South and to mitigate the regional traffic impacts of industrial development by intensification of residential and commercial uses within proximity to those stations. The Planned Community land use plan, in combination with the land use and design policies of the specific plan, seeks to ensure that new development will be compatible with existing adjacent neighborhoods. The land use plan, when fully implemented, will create a transit-oriented, pedestrian friendly community.

The specific land use plan recognizes and continues the very successful office and industrial development located within the northwestern portion of Rincon South. This type of development is important to the fulfillment of the Economic Development Major Strategy of the San José 2020 General Plan and the City's desire to improve its jobs/housing balance. The specific land use plan also seeks to preserve the Rosemary Gardens Neighborhood and to protect the industrial support services located in the easternmost portion of Rincon South. The industrial support services are essential to the success of other industrial uses in North San José. The importance of existing and new hotel development is also recognized in the plan.

The specific plan allows existing land uses within the Rincon South area to remain indefinitely. Land use changes would only occur when the property owner determines that such a change is desirable. However, the plan limits expansion of uses that do not conform to the plan.

The land use designations and certain key design parameters for the Rincon South Planned Community are described below:

**Medium Low Density Residential (8.0 DU/AC):** This density is typified by the 6,000

square foot subdivision lot which is prevalent in San José. It is characteristic of many residential neighborhoods, such as Rosemary Gardens. Single-family housing, smaller-lot, detached patio homes and single-family attached residences are all considered appropriate uses. Because preservation of the Rosemary Gardens neighborhood is a primary goal of the Specific Plan, the Plan does not propose to change any of the lands that currently have this designation.

**Transit Corridor Residential (25-65 DU/AC):** This designation promotes very high-density residential uses, and allows for commercial uses on the first two floors, for suitable sites in proximity to light rail and other transit facilities. Residential development under this designation is expected to be oriented to transit facilities and to encourage transit use. Auto-oriented development is strongly discouraged and drive-through uses should be prohibited.

This designation is consistent with the urban form of the Transit Corridor Residenti

(TCR) land use designation described in the San José 2020 General Plan. This category applies to sites located within 2,000 feet of passenger rail stations in areas where intense development exists or is expected to exist. Development may be wholly residential or may be vertical mixed-use with commercial and/or office uses on the first two floors and high-density residential above. While the density range for this designation is 25-65 DU/AC, an average density of 45 DU/AC is strongly encouraged for all of the identified Transit Corridor Residential sites. This density will enable the establishment of an urban and stable multi-family neighborhood within Rincon South and will help the City achieve its housing goals.

Buildings constructed under this designation should be urban in character with articulated

## V. LAND USE/TRANSPORTATION DIAGRAM

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facade development along all important street frontages. Creative massing of structures, investment in urban amenities, development at urban densities, mixed-use development and multiple street entries are strongly encouraged. Parking should be accommodated within parking structures. Height limits for development under this designation range from 25 to 85 feet depending on the circumstances of the site proposed for development and to ensure compatibility with adjacent uses.

Sites with this designation are located along the north side of Sonora Avenue, the west side of First Street between Sonora Avenue and Archer Street and in the area bounded by Skyport Drive, First Street, Fourth Street and Interstate 880.

### **Transit/Employment Residential: (55+ Dwelling Units per Acre)**

A high-density residential overlay designation that indicates areas in which City Policy supports residential development as an alternate use at a minimum average density of 55 units per acre. The site may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the rezoning and development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

**General Commercial:** This designation is used only in combination with the Industrial Park and Transit Corridor Residential land

use designations. It has been applied to areas in which it is appropriate to allow a combination of General Commercial types of uses with high density residential or industrial and office land uses.

This designation has been applied to the properties at the northwest and southeast corners of the Skyport Drive and North First Street intersection. The planned extension of Skyport Drive from North First Street to North Fourth Street will give the adjacent properties a high degree of visibility and accessibility conducive to commercial development. For the properties on the northwest corner of this intersection, industrial development consistent with that on adjacent properties is also considered an appropriate land use. Because the properties located on the southeast corner are adjacent to the new planned residential community, a mix of commercial and residential development should create the most appropriate transitional use for this location. Specifically, development at both of these locations should include a minimum of 10,000 square feet of retail space. This retail development should be oriented toward the street to encourage access by pedestrians, transit patrons and local employees.

Commercial development along Gish Road should provide retail support for new residential development in the Kerley Drive area. At least 80% of the block faces along Gish Road, with the exception of the south side of Gish Road between North First Street and Kerley Drive, should be developed as neighborhood serving retail. Eventually, this commercial development should be integrated with residential development consistent with the Transit Corridor Residential designation.

Along Metro Drive, the General Commercial designation is an alternative designation to the Transit Corridor Residential designation. In this location, the General Commercial

designation is intended primarily for professional office uses. At First Street and Metro Drive, a stand alone hotel is also allowed under this designation. Along First Street, ground floor retail and/or restaurants uses are encouraged to foster pedestrian activity and support for transit.

The properties along the west side of North First Street currently are occupied by a mix of residential and commercial uses. The Rincon South Specific Plan supports the continuation of these uses and allows for them to increase in intensity as part of the implementation of the Guadalupe Transit-Oriented Development Corridor. New retail development along North First Street should be oriented to the light rail transit facilities and should serve the Rosemary Gardens neighborhood and the new planned residential community. New residential development on these properties should be designed to be compatible with the existing Rosemary Gardens neighborhood.

**Hotel (with alternate use):** Specific existing and potential hotel sites within Rincon South (labeled with an "H" on the specific land use plan) are considered appropriate for hotel expansion or new hotel development in addition to the allowed uses consistent with the underlying General Plan designations. These hotel sites have been identified within the Rincon South Specific Plan with the purpose of maintaining and promoting existing hotels and encouraging new hotels in appropriate locations. Hotel use is considered an important activity within Rincon South and the maintenance and improvement of existing hotels and the establishment of new hotels is encouraged within the limits of the City Council's adopted Hotel Policy and Implementation Standards.

All hotel sites have a base land use designation of either Transit Corridor Residential or Industrial Park. All of the

hotel sites with a base land use designation of Transit Corridor Residential are existing hotel sites that would be allowed to expand on those sites but not beyond. If these existing hotels were to be removed, they should be replaced by uses consistent with the Transit Corridor Residential land use designation.

Hotel sites with an Industrial Park base land use designation consist of four existing hotels located north of Skyport Drive and three potential hotel sites located south of Skyport Drive. These hotels would be allowed to expand beyond their existing or proposed sites. The location of the three potential hotel sites may vary from that shown on the specific land use plan but should, in general, be located so as to provide a strong street presence. If the existing hotels are removed or the potential hotels are not realized, Industrial Park uses on these sites would be appropriate.

**Combined Industrial/Commercial:** This category of use is designed to allow for development containing a mixture of compatible commercial and industrial uses. It is also intended to allow either commercial or industrial use in areas which already exhibit such a mixed land use pattern as to make it difficult to define rational boundaries for each of these categories. Rincon South has such an historical mix of uses, but as the area develops, neighborhoods will emerge with more distinct and cohesive land use patterns.

This designation has been applied east of North Fourth Street to preserve existing industrial support uses and to allow for flexibility in meeting market demand within Rincon South. Light industrial and research and development incubator facilities, which play an important role in the San José economy, are anticipated for this area. Hotel and retail/service commercial developments are considered appropriate secondary uses.

## V. LAND USE/TRANSPORTATION DIAGRAM

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This area will also serve as a buffer between the Light Industrial uses to the east and the mixed-use and residential uses on the west side of North Fourth Street.

**Industrial Park:** This designation represents the largest non-residential land use in the Rincon South area. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature are small and can be mitigated through design controls. Office uses, as well as supportive retail sales, are appropriate uses in this designation.

This designation has been applied on those sites with existing industrial and research and development office uses located within Rincon South with the majority of parcels located north of Sonora Avenue and west of First Street. As these sites redevelop, landscaping requirements will be progressively applied to promote an urban, pedestrian-oriented character throughout the area. Buildings should be oriented toward the street and new site improvements should be installed to facilitate pedestrian movement and access to transit.

**Light Industrial:** Like the Industrial Park designation, the Light Industrial designation is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Examples of typical uses within this designation are warehousing, wholesaling, and light manufacturing. Properties designated Light Industrial uses may also contain service establishments that serve employees of businesses located in the immediate industrial area.

Because of the limited supply of land available for industrial suppliers/services firms in the City, the preservation of existing light industrial uses within Rincon South is considered of strategic importance. The area

east of North Fourth Street has historically been the location of a variety of light industrial uses. The Light Industrial land use designation is used in this area to preserve space for these uses along the edges of US Highway 101 and Interstate 880, east of North Fourth Street.

**Public Park and Open Space:** Public Park and Open Space should be provided within the Rincon South area consistent with the requirements of the City's Parklands Dedication Ordinance. These new parklands should primarily serve the residents living within the Rincon South area but should also serve area employees and transit users. Specific properties with this land use designation may be used, alternatively, for Transit Corridor Residential uses at densities and intensities comparable to adjacent properties if the City is not able to acquire the properties at the time development is proposed for these properties.

The specific land use plan identifies potential public park locations and configurations that should provide existing and future residents, employees, and transit users optimum access to parks and open space. While these sites and their configurations were selected for optimum proximity to new residents and other users, they do not preclude the City from considering other park locations and configurations that achieve the parkland goals and objectives of the Rincon South Specific Plan. The proposed locations and configurations of the proposed parklands may vary based on the ability of the City to fund parkland acquisitions, the timing and location of new residential development leading to the dedication of parkland, and the opportunities that might arise for acquisition of individual properties on the open market.

Wherever parklands are located, all new public parks should be bordered by public streets to ensure maximum public access consistent with long-standing City policies

and should provide a key organizing element for the new Rincon South neighborhoods. Proposed parklands should be located and designed to help provide neighborhood cohesion and a focus of activity for the new residential neighborhoods.

**Public/Quasi-Public:** This category is used to identify public land uses, such as the Bachrodt Elementary School site or lands owned by public agencies. The intention of the Specific Plan is to maintain the existing Public/Quasi-Public land use designation for the school site and recognize those lands held by the State of California.

### **Circulation**

The Rincon South Planned Community (RSPC) will build on the existing street and circulation system with the extension of the Skyport Drive arterial from North First Street to North Fourth Street. This alignment, in conjunction with other planned transportation improvements, will improve the access to Skyport Drive, the main entrance to the Airport, for traffic generated in North San José that is bound for the Airport and for those traveling on US Highway 101. Skyport Drive will be extended as a four lane road east of North First Street to form a "T" intersection with North Fourth Street. The alignment of Skyport Drive is proposed to be diverted slightly to the south before intersection with Fourth Street to maximize the distance between the Skyport and Old Bayshore intersections on Fourth Street and to reduce land-use impacts. The portion of Skyport Drive west of First street will be expanded to six lanes and extended west to reach the Airport. New traffic signal systems will be installed at its intersections with Technology Drive and Fourth Street.

In addition to Skyport Drive, the Rincon South Specific Plan proposes that new local streets be built as a part of, and in support of, new residential development. These streets

will help to tie the new residential area together and link residents to amenities, such as the proposed parks.

The specific plan identifies pedestrian improvements that will help create a pedestrian friendly environment. These improvements include completing sidewalk links when new development occurs and improving existing pedestrian routes with street trees and street lighting. These improvements should enhance pedestrian access to transit facilities and commercial areas.

### **Implementation**

General and specific policies for development within the Rincon South Planned Community (RSPC) are contained in the Rincon South Specific Plan (RSSP). These policies cover land use, design, streets and circulation, and implementation.

The land use and design policies are designed to more specifically guide development within the four sub-areas of the specific plan. All development within the Rincon South area is expected to conform to San José's Residential, Commercial, and Industrial Design Guidelines. In addition, each development project must conform with special policies on building orientation and design, massing and height, setbacks and buffers, parking and servicing, and open space and landscaping for each sub-area.

The streets and circulation policies focus on maintaining adequate street function and access, improving pedestrian walkways and encouraging their use, and improving bicycle circulation.

The implementation policies in the specific plan: describe how common improvements and amenities may be provided; establish parameters for the expansion or remodeling of existing uses and buildings that do not conform to the specific land use plan;

## V. LAND USE/TRANSPORTATION DIAGRAM

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identify specific mitigation measures and interface treatments between different uses; require new development to follow master plan (an illustrative site plan is contained in the Rincon South Specific Plan); and suggest a process for the acquisition and improvement of parklands. These policies, along with the land use, design, and street and circulation policies, should ensure that future development will fulfill the objectives of the Rincon South Planned Community and Specific Plan.

### **Alviso Planned Community**

The Alviso Planned Community (APC) designation establishes a long term development plan which carefully guides new construction in the sensitive Alviso planning area. The Planned Community is based on the Alviso Master Plan: A Specific Plan for the Alviso Community. Developed with extensive community involvement, the Alviso Master Plan is a separate policy document that provides background, specific development policies, and the planned community character in greater detail than the Alviso Planned Community.

The Alviso Planned Community encompasses the portion of San José north of Route 237 and generally between the Guadalupe River and Coyote Creek. The entire planning area is 10,730 acres, however, the focus of the Planned Community is the land within the Urban Service Area (approximately 2,840 acres). Within the Urban Service Area, the "Alviso Village" includes the historic western grid, the neighborhood grid, and lands on both sides of North First Street from Liberty Street to the George Mayne School.

Located at the very northern edge of San José, Alviso is characterized by its small bayside town atmosphere, rich history, wide open spaces, agricultural activities, and a mix of existing residential, commercial, and

industrial uses. Alviso has its own distinct sense of place despite its close proximity to the suburban communities and high technology parks of Silicon Valley.

Based on broad community participation, the purpose of the Planned Community is to establish the most appropriate land uses, community facilities, infrastructure, and community character for the APC area and, particularly, to protect and enhance the small town quality of Alviso by careful guidance of new development.

### **Relationship to the Alviso Master Plan: A Specific Plan for the Alviso Community**

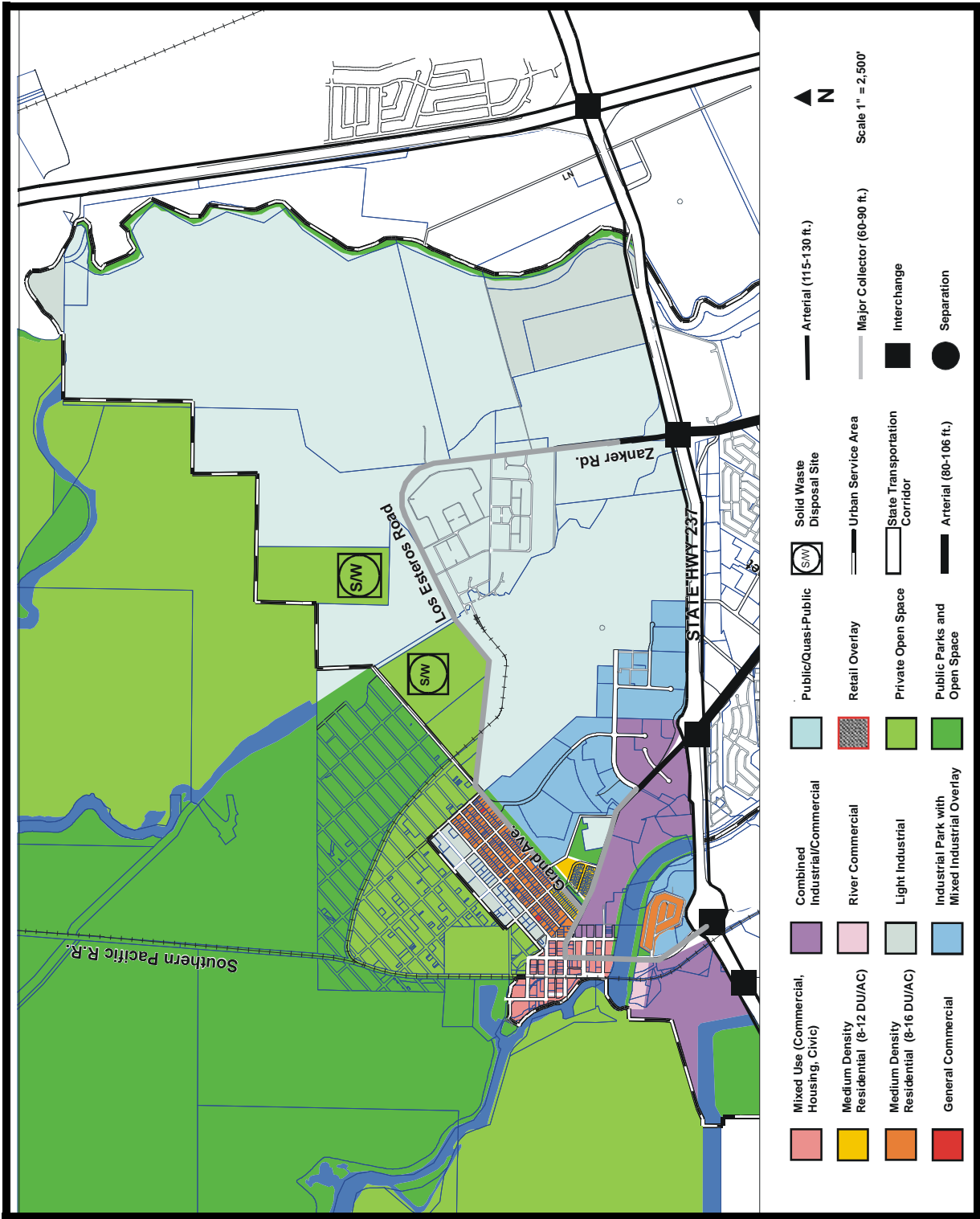
The Alviso Master Plan: A Specific Plan for the Alviso Community (hereafter Alviso Master Plan) is the City's specific policy for governing development in the Alviso Planned Community (APC). The Alviso Master Plan supplements this general plan and is essential to the understanding and proper implementation of the APC. The Alviso Master Plan was developed in an open public process structured around a community task force representing residents, property owners, business owners, the George Mayne School, and other interests. The Alviso Master Plan contains detailed direction for individual development projects, including specific land use, design, circulation, community facility, utilities, and implementation policies beyond the scope of the General Plan.

The Alviso Master Plan and the Planned Community share the following common objectives:

- Retain the small town and bayside character, strong community identity, and neighborliness
- Maintain the existing pattern of residential development

# LAND USE DIAGRAM Alviso Planned Community

**Map 12. Alviso Planned Community**  
 Specific Land Use Plan - Adopted 12 - 8 - 99



Source: Department of Planning Building and Code Enforcement

## V. LAND USE/TRANSPORTATION DIAGRAM

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- Allow for new development at the scale and intensity of existing development within specific subareas
- Provide adequate infrastructure and services
- Provide economic development opportunities
- Celebrate Alviso's history
- Beautify AlvisoAlviso Planned Community
- Preserve and protect Alviso's strong natural amenities, including the Guadalupe River, Coyote Creek, and baylands

### **Specific Land Use Plan**

The specific land use plan for the APC is designed to achieve the objectives listed above by providing opportunities for a mix of residential, commercial, industrial, and public uses (see Map). The specific land use plan identifies locations for a modest amount of new housing and a significant amount of job-generating uses while preserving historic resources, expanding neighborhood amenities, conserving natural features, and providing services to Alviso residents and the broader community of the South Bay. The Planned Community land use plan, in combination with the land use and design policies of the Alviso Master Plan, seeks to ensure that new development is compatible with desired community character, pedestrian activity, existing residential areas, historic preservation, and environmental protection.

Each land use designation and certain key design parameters for the Alviso Planned Community are described below.

### **Medium Density Residential (8-12**

**dwelling units/acre):** The intent of this designation is to provide for an expansion of Alviso's existing residential core. The designation allows a mix of housing types within the 8 to 12 units per acre density range, including single-family detached housing, duplexes, and townhouses. To reflect the existing diversity of Alviso's housing stock, new residential development should not be uniform or monotonous. Any new housing should generally replicate the development pattern of the existing neighborhood in terms of building sizes, frontage on a public street, front setbacks and degree of architectural variation among individual buildings. Such architectural variation should include distinctly different architectural details, building materials, building volumes, and colors. New development should occur primarily as single family detached houses.

### **Medium Density Residential (8-16 du/ac):**

This designation is applied to the existing residential core. The designation is intended to reflect and perpetuate the general character of the existing residential neighborhood, while allowing some small scale development on infill parcels. New development is expected to occur primarily on the few remaining vacant parcels but could also occur as the replacement of existing houses in limited instances. This designation is not intended to preclude lower density development consistent with the character of the neighborhood. Any new housing should generally replicate the development pattern of the existing neighborhood in terms of building sizes, frontage on a public street, front setbacks and degree of architectural variation among individual buildings. This designation is also applied to an existing mobilehome park which is expected to remain as a permanent part of the community.

## V. LAND USE/TRANSPORTATION DIAGRAM

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**Mixed Use:** This designation is applied to the historic western grid, allowing a broad range of uses, including civic/public, residential, office, and/or retail uses. No new industrial uses are permitted in this designation. Any of the allowed uses may occur in single purpose buildings or sites, or may be combined with one or more of the other allowed uses in a single building. Residential development may take any form but should not exceed 16 dwelling units per acre whether in single purpose or multi-use projects. New development should be consistent with the modest scale, front setback pattern, and street orientation of nearby existing development. Buildings with lower floor commercial uses and upper floor residential uses are encouraged. To the extent feasible, historic buildings should be rehabilitated and reused for a variety of activities.

**General Commercial:** This designation occurs on sites within the existing residential core. In these locations, only small scale retail and office uses are intended to occur under the General Commercial designation.

**River Commercial:** This designation is applied to an area south of the Guadalupe River and west of Gold Street. The designation is intended to promote a positive relationship between the river, adjacent land uses, and public interaction by encouraging project design features and characteristics that connect private development to the public use of the river. Development on this site should be designed to reflect and acknowledge the river environment by orienting seating areas, windows, decks, balconies, walkways, and open space to the river and orienting utility, storage and trash areas away from it. Retail, service, recreational, and some commercial uses are appropriate. Appropriate uses include, but are not limited to, restaurants, sales of specialty foods, gifts and sundries, boating, hiking, and, bicycle services, museums and

galleries, small scale bed and breakfast visitor lodging, hotel and conference facilities, office, software development facilities or industrial design facilities, but not production, and commercial or business services.

**Combined Industrial/Commercial:** This designation allows commercial activities, industrial uses, or a compatible mixture. On the southwesterly side of North First Street from Liberty to Tony P. Santos Street, there is a preference for commercial uses which are more compatible with the village residential, school, and park uses.

Commercial uses could include retail, restaurant, office, hotel, or other commercial establishments. Under this designation in Alviso, a suburban type shopping center is appropriate, preferably located close to North First Street and Route 237. Other allowed non-industrial uses are primary/secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

A wide range of industrial uses are also allowed under this designation as long as there are no unmitigated hazardous or nuisance effects to adjacent and nearby areas. These uses could be warehousing, office, research and development, light manufacturing, wholesaling, and service establishments. All new construction should be attractive and well-landscaped, following more stringent performance and design standards than the Light Industrial designation. In addition, industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School and any future day care and school uses.

Development under this designation on the former Cargill landfill site should be placed in areas where it can be demonstrated that appropriate construction techniques can be utilized to minimize any and all adverse geotechnical impacts. It is expected that development on this site would include significant amounts of open space and appropriate landscaping, given the configuration of the landfill mound and its steep slopes.

**Industrial Park with Mixed Industrial**

**Overlay:** This designation allows a wide variety of industrial uses and some non-industrial uses. Industrial and office uses are the primary uses allowed under this designation. Appropriate non-industrial uses are limited retail sales and service establishments, schools, day care facilities, churches, large gymnasiums, sports or arts instruction facilities, and hospitals. Large scale, high volume, single entity commercial uses are not suitable under this designation in Alviso. Such uses are more appropriate under the Combined Industrial/Commercial designation.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, and managed as a unit. All new construction should be attractive and well-landscaped, following more stringent performance and design standards than the Light Industrial designation.

Under the Industrial Park designation, allowed non-industrial uses are limited to primary and secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

All conflicts between sensitive receptors and hazardous materials must be avoided.

Specifically, industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School, day care, and other sensitive uses (e.g., housing).

Development adjacent to the Summerset Mobilehome Park, George Mayne School, Alviso Park, and the residential core needs to provide a positive interface so as not to negatively impact the quality of life of the community.

**Light Industrial:** This designation allows a wide variety of industrial uses, excluding any uses with unmitigated hazardous or nuisance effects. Examples of typical uses are warehousing, wholesaling, light manufacturing, and industrial supplier/service businesses (i.e., businesses which provide needed services or supplies to other businesses).

Only low intensity uses (i.e., those with low employment densities) are allowed in the Light Industrial area located near Coyote Creek. Appropriate screening and landscaping is required in both light industrial areas. Landscaping and screening along State Street should create a more compatible edge with the adjacent residential neighborhood, and along Route 237, it would protect views of Alviso from the freeway. Uses adjacent to the marshland and Coyote Creek need to be environmentally sensitive by minimizing both point and non-point source pollution and other potential negative impacts.

**Retail Overlay:** This designation encourages retail and restaurant uses in addition to or instead of residential uses along the northeasterly side of North First Street. The intent of the Overlay is to foster pedestrian activity, create an opportunity for community interaction, and provide needed services. New retail, restaurant, and/or

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mixed use development would reflect the existing mixed residential and retail character of the street. The overlay extends to a depth of approximately 100 feet from the front property line.

**Public/Quasi-Public:** This designation identifies public land uses such as libraries, community centers, schools, fire stations, post offices, and the Water Pollution Control Plant and its buffer lands. Lands used by particular private institutions are also designated Public/Quasi-Public, such as churches and the Alviso Family Health Clinic.

**Public Park/Open Space:** This designation is applied to existing City and County parks, the Don Edwards San Francisco Bay National Wildlife Refuge, trail corridors along the Guadalupe River, a PG&E easement, and on a wetland mitigation area located adjacent to Route 237.

Active and passive recreation activities, as well as libraries, community centers, and other similar public facilities, are suitable within this designation. These lands are owned by public agencies, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also appropriate under this designation.

**Private Open Space:** This designation is applied to privately owned lands for low intensity, open space activity. On properties outside the Urban Service Area, Private Open Space is applied to the Cargill Salt ponds. Within the Urban Service Area, this designation is found on private vacant land north of Los Esteros Road.

**Solid Waste Landfill Overlay:** This overlay designation is applied to currently operating landfills at Newby Island, Zanker Road, and Owens-Corning. Landfill facilities may be either public or private

enterprises, and may include related or ancillary activities such as recycling, resource recovery, and composting that, for site located within the City's Urban Service Area and Urban Growth Boundary, may continue on a portion of the site after landfill closure. The underlying designation of Private Open Space is compatible with the Solid Waste Landfill Overlay.

### Circulation

The Alviso Planned Community will build on the existing transportation network to facilitate the circulation of vehicles, public transportation, pedestrians, and bicycles. The roadway network consists of grid pattern of streets in the Alviso village, major collectors, and other locally serving streets. New streets are contemplated to serve new residential development adjacent to the Alviso Park and to support industrial development north of Nortech Parkway. Additional locally serving streets are anticipated to be considered at the time of development. Bicycle routes are planned along key streets that link Alviso to North San José and adjacent communities. The Alviso Master Plan acknowledges existing and planned trails that are located adjacent to key environmental amenities (e.g., Wildlife Refuge and creeks) as well as other pedestrian paths through the developed portions of Alviso. The Alviso Master Plan contains circulation policies to minimize the potential negative impacts of vehicular circulation to residential and sensitive environmental areas. Other policies address pedestrian circulation, transit, bicycles, and trails.

### Implementation

General and specific policies for development within the Alviso Planned Community are contained in the Alviso Master Plan. These policies include land use, design, landscaping, circulation,

community facilities, utilities, and implementation. The implementation policies address existing uses, direction for more detailed planning on key sites, code enforcement, and an action plan. In particular, the existing use policies recognize the viability of existing legal businesses and the benefits of their continued operation as a bridge to the realization of the ultimate plan. In some cases, however, there is a potential conflict between existing and planned land uses and the existing use policies are intended to resolve such conflicts. All of the policies in the Alviso Master Plan work together to ensure that future development will fulfill the objectives of the Alviso Planned Community and the Alviso Master Plan.

The Alviso Master Plan also contains an action plan which identifies specific improvement items and other activities that should be completed to enhance the quality of the Alviso area. The activities include infrastructure improvements, historic preservation, beautification, street renaming, and a rezoning program for portions of the village so the zoning districts conform to the General Plan.

### **Martha Gardens Planned Community**

The Martha Gardens Planned Community (MGPC) guides the transition of approximately 134 acres south of Downtown San José from a predominately industrial area to a primarily residential neighborhood with a unique "arts focus." The MGPC is based on the Martha Gardens Specific Plan (MGSP), a separate policy document adopted by the City Council that provides background, specific development policies, and the planned community character in greater detail than the MGPC. This planned community is located in close proximity to both the downtown and major, existing and future transportation systems. The area is

bounded by Highway 280 on the north, Hollywood and Humboldt Streets to the south, mid-block between South 6th and 7th Streets to the east, and First Street to the west.

The Martha Gardens Planned Community (MGPC) is part of the Spartan Keyes Neighborhood, is bordered on the west by the Washington/Guadalupe Neighborhood, and is located just north of the Monterey Corridor, an important industrial area. The Martha Gardens area has direct access to Interstate 280 from a variety of points in the neighborhood, and via I-280 has direct access to U.S. Highway 101 and State Highway 87. Downtown San José not only provides nearby opportunities for entertainment, dining, retail and professional office resources, but also access to a variety of existing and planned transit links. The Martha Gardens area has several major City streets and arterials that run through the neighborhood, which provides direct access to many other areas of San José.

The MGPC envisions a pedestrian friendly residential/mixed use community that incorporates unusual and fine-grained mixes of uses including housing, retail, and arts-oriented, service and limited industrial uses. The MGPC will provide substantial housing opportunities for a wide range of new central City residents, including artists and their families. There is a significant collection of early and mid-20th Century buildings and associated other structures in the Martha Gardens area, many of which are included in the City of San Jose's Historic Resources Inventory. The largely Victorian-style homes are incorporated into a new residential district, and the historic industrial buildings will be reused to provide a wide range of residential, arts, crafts, community, commercial and other business uses. The small, established arts community, largely associated with the arts programs at nearby San Jose State University, will be provided

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**Preservation/Single Family:** This designation is intended primarily to reflect and protect those blocks predominantly developed with existing single family detached houses. New development or redevelopment is permitted up to 8 dwelling units per acre (DU/AC) and should be compatible with existing development.

**Preservation/Single Family/Duplex:** This designation is intended to reflect and protect those blocks predominantly developed with existing single family detached houses and duplexes. New development or redevelopment is permitted within the 8 -16 DU/AC range and should be compatible with existing development.

**Victorian Preservation Mixed Use:** This designation is applied to those blocks having significant numbers of Victorian era buildings, primarily residential buildings. The purpose of this designation is to encourage the preservation of the Victorian buildings and to identify appropriate uses and densities for the Victorians as well as for the intervening non-historic properties. The area is intended to be primarily residential at a density of 8 - 20 DU/AC.

A narrow range of other uses is allowed in Victorian era buildings only, including limited mixed uses and bed and breakfast establishments. Mixed uses within individual buildings should be primarily residential with up to 20 percent of the floor area committed to small non-residential uses such as specialty food, professional offices, art galleries or other similar, uses which can typically operate with little external visibility, including very limited signage. Non residential uses should be entirely compatible with the residential uses as well as with the preservation of the residential character of the buildings and neighborhood.

**High Density Residential 20-50 DU/AC:** Residential development at densities of 20-

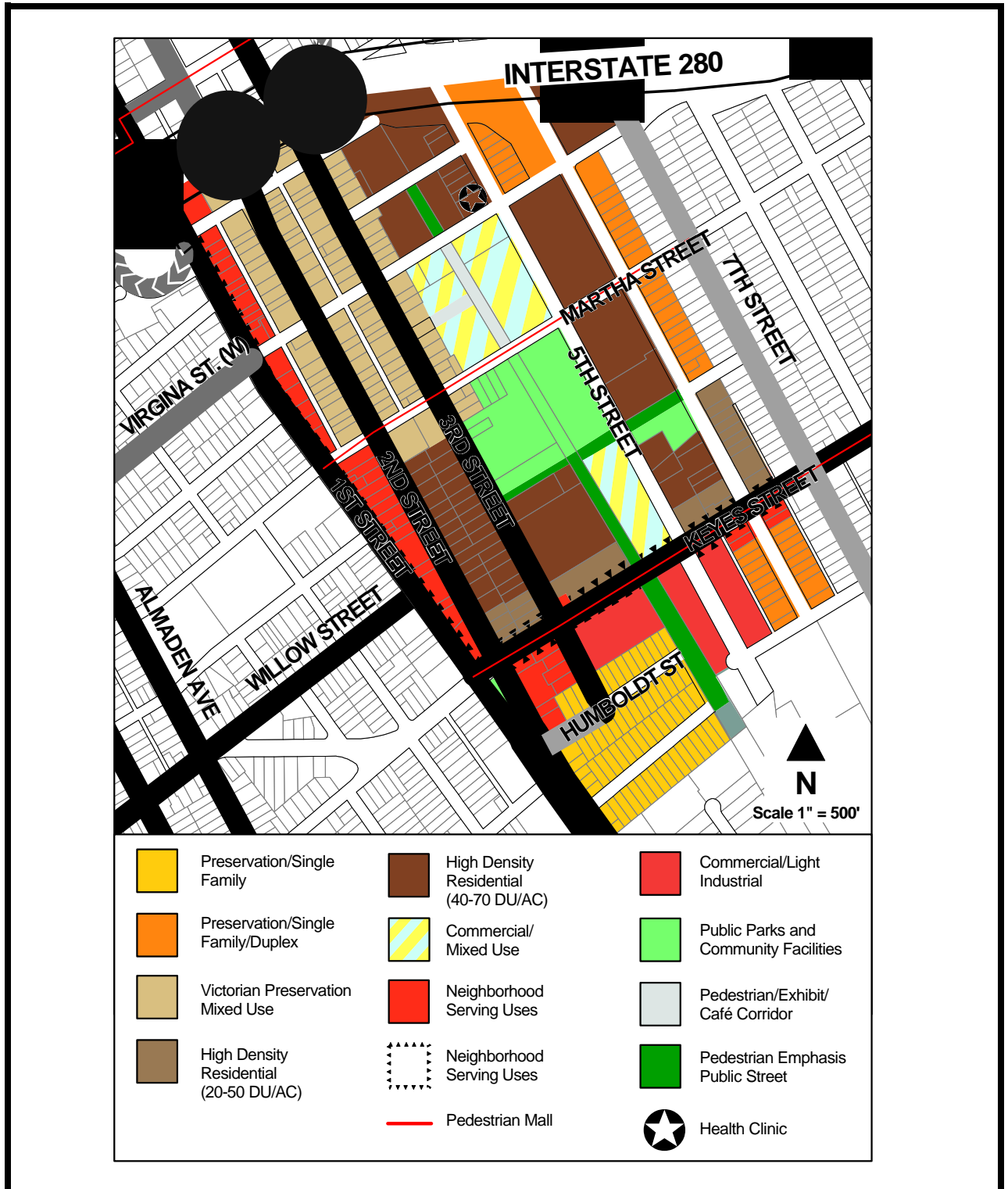
50 dwelling units per acre is permitted in this designation. Housing in this area should represent a choice of unit types (flats, townhouses, lofts, live/work, etc.) and tenures (ownership or rental) and be affordable to families with a variety of income levels. Projects in this density range may occur on sites that also include a residential designation with a higher density range. While density ranges may be distributed across different designation areas within a single project, project totals should conform to the combined minimum and maximum numbers of units allowed in each designation area.

Properties with frontages exhibiting the triangular symbol (see Land Use Plan) should be developed with ground floor commercial uses consistent with the Neighborhood Serving Uses designation. In addition, projects within this designation may incorporate incidental public or private arts related uses that are compatible with the basic residential use, for example, artists' workshops, studios, galleries, supply shops, rehearsal space, recording studios, etc.

Housing projects within this designation should incorporate at least one element that might reasonably be useful and/or attractive to artist/occupants, such as: affordability; some number of live/work or loft units; common work space(s) including wash up facilities; significant display space; rehearsal space; etc.

**High Density Residential 40-70 DU/AC:** Residential development at densities of 40 to 70 dwelling units per acre are permitted in this designation. Housing in this area should represent a choice of unit types (flats, lofts, live/work, etc.) and tenures (ownership or rental) and be affordable to families with a variety of income levels. Projects in this density range may occur on sites that also include a residential designation with a lower density range. While density ranges may be

**Map 13. Martha Gardens Planned Community**  
Specific Land Use Plan, Adopted December 17, 2003



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expanded opportunities for living and working. This Planned Community is intended to accommodate up to 1995 dwelling units, approximately 475,000 square feet of commercial space, and 9.0 acres of park and community facilities.

### **Relationship to Martha Gardens Specific Plan**

The Martha Gardens Specific Plan (MGSP) is the City's specific policy for governing development in the Martha Gardens Planned Community (MGPC). The MGSP supplements this General Plan and is essential to the understanding and proper implementation of the MGPC.

The Specific Plan was developed in close collaboration with the City's Strong Neighborhoods Initiative (SNI) program. A community based Specific Plan Advisory Committee (SPAC) was formed to assist the City in the preparation of the Martha Gardens Specific Plan. The SPAC and the Neighborhood Advisory Committee (NAC), which directed the development of the SNI Spartan Keyes Neighborhood Improvement Plan, shared a number of members in common. Both committees were comprised of area residents, property owners, business owners, administrative and academic staff from San Jose State University, and representatives from the Spartan Keyes Neighborhood Association, Walk San Jose and the local arts community.

### **Plan Objectives**

The objectives of the Martha Gardens Specific Plan are to:

- ·Preserve enclaves of existing single family residential development.
- ·Provide for residential infill and intensification that reinforces a sense of neighborhood.

- ·Promote viable use of historic buildings.
- ·Provide opportunities for the expansion and development of the existing arts community.
- ·Encourage existing viable uses and businesses to remain.
- ·Encourage neighborhood serving commercial services.
- ·Reinforce the existing grid system as a network of pedestrian serving streets.
- ·Use traffic calming techniques to moderate potential traffic volumes and speeds and to help create a highly walkable Martha Gardens community.
- ·Provide one or more significant public open spaces to serve existing and future residents.
- These objectives are exemplified in the land use plan for the Martha Gardens Specific Plan (see Map 13).

### **Specific Land Use Plan**

Industrial uses are predominant in the Martha Gardens area. Historically, the area has served the food industries that were ubiquitous in the Santa Clara Valley through much of the 20th Century. A number of 20th Century industrial buildings remain in the area as reminders of that different local economy and time. Uses in those and other industrial buildings and properties have now transitioned to a variety of new industrial and non-industrial uses. In addition, there is a mix of residential, commercial, business and community service uses in the community. The Specific Plan recognizes that many of the current and former industrial buildings and properties are underutilized, which provides opportunities for the adaptive use of

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historic buildings and the redevelopment of other properties.

High-density housing, urban in character, will be developed in much of the central part of the Martha Gardens area. The historic, largely single-family area to the north will be preserved as the Victorian Sub Area and the existing single family and two family blocks in the Spartan Keyes area to the east and the Hollywood/Humboldt area to the south will be preserved for single-family and /or two-family uses. Existing viable businesses and community service uses are encouraged to remain, and will be complemented and reinforced by new neighborhood serving commercial uses. Each of the land use designations within the Martha Gardens Planned Community is described briefly below.

distributed across different designation areas within a single project, project totals should conform to the combined minimum and maximum numbers of units allowed in each designation area.

In addition, projects within this designation may incorporate incidental public or private arts related uses that are compatible with the basic residential use, for example, artists' workshops, studios, galleries, supply shops, rehearsal space, recording studios, etc.

Housing projects within this designation should incorporate at least one element that might reasonably be useful and/or attractive to artist occupants, such as: affordability; some number of live/work or loft units; common work space(s) including wash up facilities; significant display space; rehearsal space; etc.

**Arts Related Mixed Use:** An eclectic mix of uses such as housing, retail, commercial, studio, services, etc., which are arts related, is permitted and encouraged in this designation as long they are compatible with

other planned uses, including residential uses. Arts related uses are those uses that are: (1) conducted by artists and craftspeople in the practice or marketing of their arts or crafts, (2) primarily serve artists and craftspeople, including housing, and/or (3) make available or display the work of artists and craftspeople. In addition, however, "arts related" may include neighborhood service uses, such as restaurants and cleaners, which provide a necessary service for all residents of the area including artists. Large scale uses, for example gallery or performance space, that may be intended to attract large audiences or large numbers of participants from outside the surrounding neighborhood areas, are discouraged.

Because this area is substantially developed with existing historic buildings and adaptive use of them is strongly encouraged, residential densities or general floor area ratio's (FAR's) are not prescribed. Residential uses and/or new construction, however, should be permitted only in full conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Light industrial uses may also be permitted under this designation but only when sharing some significant building space with arts related uses. Industrial uses should be limited to low intensity industrial uses only, such as: warehousing; small manufacturing operations, including of wood products; mailing and printing services; data services, and any other industrial use that will be particularly compatible with existing and planned arts related uses including housing.

**Commercial/Mixed Use:** This designation allows only commercial uses on the ground floor with housing or office uses encouraged on subsequent floors. Commercial and mixed-use buildings should be built to or near the front property line and should be oriented to the sidewalk. Neighborhood

commercial uses and services are encouraged throughout the area but intermittent regional commercial uses are permitted along First Street.

**Neighborhood Serving Uses:**

Neighborhood serving uses are those uses - commercial, retail and service - that are oriented primarily to customers who live in the surrounding area. These uses are represented on the Land Use Plan by triangles along property frontages and should be generally small scale and designed to conveniently accommodate pedestrians and bicyclists. In solid triangle areas these uses are required, and in hollow triangle areas they are allowed.

**Commercial/Light Industrial:** This designation permits light industrial or general commercial uses or a combination of those uses, as long as they are compatible with any nearby planned or existing uses, particularly residential uses.

**Public Parks and Community Facilities:**

Two public parks and a community facility with a combined total of 8.25 acres comprise this designation. The larger park block includes historic buildings that should be preserved and incorporated into the park plan as community, and perhaps arts related, facilities. All uses within this designation should be operated for general public use except that excess space in historic buildings may be made available to one or more public or non-profit entities, including housing non-profits. The ability of non-profits, particularly housing, to partner with the City and contribute to the successful establishment of the general public uses, should be an important factor in their selection. Any housing established on the large park block should not displace any identified community or arts related need; should occupy no more than 50 percent of the building space; should be affordable to a range of income groups; and should be

designed to be compatible with and supportive of the community and arts uses also occupying the buildings.

**Pedestrian/Exhibit/Café Corridor:** This corridor, which is part of the existing rail right of way bisecting Martha Gardens, will become part of a new pedestrian oriented spine which will replace the rail line. The section between Lewis and Virginia Streets will become a "pedestrian oriented street" or a "pedestrian way" which may accommodate limited vehicular circulation. The south section, between Lewis and Martha Streets, will become a "pedestrian way", providing space for pedestrian circulation, display space for adjacent arts related businesses or studios, dining space for restaurants or coffee shops and very limited vehicular access for businesses in the corridor. While the corridor should be softened with some landscaping, its surface should be primarily hardscape to accommodate this variety of uses.

**Pedestrian Emphasis Public Street:** While these streets are intended to carry limited amounts of vehicular traffic, the emphasis should be on designing and maintaining them as high quality lanes that are particularly pedestrian friendly. Features should include, at a minimum, narrowed crossings at intersections, crosswalks highlighted by color or texture, complete rows of street trees and appropriate street furniture. Any new development along these streets should be oriented to them in a manner that facilitates pedestrian access and de-emphasizes vehicular access.

**Health Clinic:** The existing Gardner Health Clinic is considered a valuable resource in the broader community and this Plan takes care to encourage its continued operation in this community. The clinic may stay in its present location at the northwest corner of Virginia and Fifth Streets, either in its present configuration or as part of a new,

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multi-story project. Alternatively, it may relocate to any Martha Gardens area site planned for new private sector development as either a stand-alone or mixed-use project. The clinic is represented on the Land Use Plan as a "floating" asterisk to reflect this locational flexibility.

### Circulation

New streets, both vehicular- and pedestrian-oriented, should provide improved access to the existing and new uses within the Specific Plan area. One of the goals of the Specific Plan is to re-establish a network of pedestrian-serving streets, and to strengthen the existing grid. New grid streets will help maximize local circulation opportunities, minimize trip lengths, and dilute traffic impacts throughout the Martha Gardens area and its surroundings.

The Plan contains several key objectives for improved circulation:

- Maintain arterial connections to freeways and other parts of the City.
- Maintain, enhance, and improve the existing street grid system.
- Convert 2nd and 3rd Streets to two-way operation.
- Provide vehicular and pedestrian connections among neighborhoods: East Gardner, Washington, Spartan Keyes, and Hollywood/Humboldt.
- Calm traffic.
- Maintain, enhance, and improve pedestrian orientation and connections.

The major changes to the street system include the extension of Bestor and Lewis Streets, and the conversion of South Second, Third and Sixth Streets and East Virginia

Street to two-way operation. Bestor Street is extended between Third Street and Fifth Street, if it becomes feasible to displace a portion of the historic American Can Warehouse to accommodate the street. An extended Bestor Street will provide an east-west connection between the Spartan Keyes neighborhood and the future park and will provide an opportunity for on-street parking to serve the future park users as well as nearby residents. Lewis Street is converted to a "pedestrian emphasis street" and extended to connect with the former 4th Street railroad right of way. The former "4th Street" Southern Pacific Railroad right-of-way will be converted to a series of public streets and pedestrian pathways, including a pedestrian spine through the new "Martha Park," and a new neighborhood street between Keyes Street and Hollywood Avenue.

Public streets will border the new public parks to ensure maximum public access. The objective is to help achieve a safe and lively public environment for park users, park neighbors and the passing public as well as to reduce the incidence of unnecessary trips on adjacent blocks.

### Implementation

The Martha Gardens Specific Plan contains general and specific policies and guidelines for development within the Martha Gardens Planned Community. All projects and other land use decisions and changes will have to be consistent with the General Plan designation for the specific property. The General Plan designations for the Martha Gardens area are the uses and policies contained in this Specific Plan.

Many of the uses, characteristics and concepts that make this Plan unique are complex and may be difficult to achieve with standard land planning tools. For example, the successful realization of the non-

traditional mix of land uses planned for the Arts Quarter may require some innovative techniques for addressing interface issues among the diversity of planned uses. It will take continued community interest and political will for Martha Gardens to become the family, arts and pedestrian oriented community envisioned in this Plan.

Street and public infrastructure projects will be financed and implemented through a combination of public and private funding mechanisms. In general those will be private development projects, City General Funds and SNI funds. Street improvements, particularly for minor streets, are most commonly funded through private projects which are required to pay for those public streets and other public infrastructure improvements for which they are generating the need. Private developers may also in some cases be interested in funding improvements that add obvious and substantial appeal to their projects.

### **Urban Reserve**

The Urban Reserve designation identifies areas which may be appropriate for urban development and inclusion in the Urban Service Area in the future when circumstances are appropriate. The Urban Reserve designation enables the City to plan and phase growth based on the need and ability to provide the necessary facilities and services to support additional residential growth. Given the fiscal and other constraints associated with development at the urban fringe, development of the Urban Reserve lands should be a low priority.

The Urban Reserve designation is tailored for each area to which it is applied recognizing the different physical, locational and service limits associated with each area. These limits will affect the timing of future development and will influence the character of development in the Urban Reserves. The

preparation of a specific plan, as well as any necessary General Plan amendments, will precede any development. The specific plan will delineate the land uses in detail, the infrastructure needs for such uses, the financial mechanisms to be used for infrastructure and service needs, the phasing or timing criteria to be used to govern development, and any special policy statements which are appropriate.

### **South Almaden Valley Urban Reserve (SAVUR)**

The South Almaden Valley Urban Reserve is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. The SAVUR extends southeast toward the community of New Almaden and the Calero Reservoir. The rural character of the Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards.

The intent of the South Almaden Valley Urban Reserve (SAVUR) is to ultimately create a planned residential community with supporting commercial services and public facilities. However, the SAVUR is a long-term area for future development when the City determines that there is a demonstrated need for new housing and that such housing can be adequately provided with urban services without adversely affecting services to existing neighborhoods. Given these considerations, planning for development in the SAVUR is a low priority in the short term and is not anticipated to occur in the near future.

The ultimate number of dwelling units to be accommodated in the South Almaden Valley Urban Reserve will be determined by the specific plan process but shall in no case exceed 2,000 dwelling units. The boundary

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of this Urban Reserve (established in 1984 and including 1050 acres), may be expanded to include areas appropriate for future urban development as part of the specific plan process. The 2,000 dwelling unit limit, however, may not be increased in this process.

Further, to maintain stable and consistent land use, prior to the preparation of a specific plan for the SAVUR, the City should investigate methods to preserve open space in the SAVUR including cooperative efforts with the Santa Clara County Open Space Authority and the County. As part of this process, the City should establish an Open Space and Housing Scenario Committee to review and consider alternative levels of development within the 2000 unit cap, the implications for open space preservation under these alternatives, and other pertinent issues.

### Prerequisite Conditions

The City Council may initiate the preparation of a specific plan for the SAVUR, upon the request of area property owners and with their commitment to pay the full cost of preparing a specific plan, if the following two prerequisite conditions have been satisfied:

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.
2. The City's fiscal condition is stable, predictable and adequate in the long term. This determination should be based on:

- A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.
- City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.
- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process.

A General Plan change to Planned Residential Community and expansion of the Urban Service Area to include any part of the SAVUR should occur only after the specific plan becomes effective.

### Interim Uses

Until such time as the specific plan becomes effective, allowed land uses and standards are those of the Rural Residential land use designation shall apply in the SAVUR.

### Contents of the Specific Plan

The specific plan for the SAVUR should incorporate the following:

1. A land use plan establishing the location and relevant characteristics of each land use and locating the highest residential densities in the northern portion of the SAVUR and rural residential densities in the southern portion compatible with the existing ranchette and equestrian oriented uses in the area. The land use plan should represent a careful consideration of appropriate interfaces between urban and rural land uses and provide substantial public park lands, including creek park chains, for the entire South Almaden Valley.
2. A circulation plan, including provision for equestrian and other trails as well as the roadway network to provide suitable access to open space and rural areas.
3. Analyses of physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development.
4. Fiscal analysis showing that new development will not result in the deterioration of urban services to the remainder of the City. This should include:
  - The costs of providing required services to the proposed new development.
  - An estimate of tax and other revenues likely to be generated by the proposed new development.
  - An assessment of the negative or positive impact of the proposed new development on the General Fund.
  - The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.
5. Conditions that new development be required to provide all capital improvements necessary to serve it (on-site or off-site).
6. A statement, with supporting evidence, indicating that the development will be consistent with all General Plan level of service (LOS) goals and policies.
7. New development generally limited to areas below the 15% slope line. Minor development incursions above the 15% slope line may be allowed if they are consistent with furthering other goals and policies of the General Plan but such development shall not allow additional dwelling units beyond the 2000 dwelling unit limit.
8. An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") at the south edge of the valley and provides for a significant amount of permanent, public open space.
9. Timing criteria which govern the phasing of development. No development should be allowed in the SAVUR until a significant amount of new (subsequent to January 1, 1994) infill residential development has taken place.
10. Identify opportunities for affordable housing, for all ages, in suitable areas within the plan.
11. A financing plan ensuring needed infrastructure and facilities can be built at the appropriate time.

#### **Coyote Valley Urban Reserve (CVUR)**

The Coyote Valley Urban Reserve generally encompasses the area between the Coyote Greenbelt and the North Coyote Campus Industrial Area. The Urban Reserve includes the Valley floor on both sides of Monterey Highway west of Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to Coyote

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Creek. The Coyote Valley Urban Reserve (CVUR) allows only agricultural and rural residential land uses which are the existing, predominate uses in the area.

This area is not required to accommodate growth but may be considered for development in the future when the City needs additional housing resources. Future urban development is expected outside of the timeframe of this General Plan and is considered conceptually in this Plan. Given these factors, the establishment of a plan for the Coyote Valley Urban Reserve area is beyond the scope of this General Plan; however, this Plan, provides the vision and the broad parameters which should be the basis for the form and nature of any future planning efforts in this area.

The Coyote Valley is relatively isolated from the rest of San José, therefore, any future development will need to be in the form of an independent community with jobs, housing, commercial facilities, schools, parks and other residential service facilities, infrastructure, and public transit-in effect, a new town. As described in more detail later in this section, the vision for the Coyote Valley Urban Reserve includes the creation of a very urban, pedestrian- and transit-oriented mixed use community with a minimum of 25,000 housing units. The planning for such a new town should include, the North Coyote Valley Campus Industrial Area, as the key job center in the area, and the Coyote Valley Urban Reserve (Mid-Coyote Valley), as the primary new residential area. Future development of the Urban Reserve, therefore, should be considered only in conjunction with the North Coyote Valley. The planning for Coyote Valley should also include sound implementation measures for the permanent protection of the Coyote Greenbelt located in the souther portion of the Valley.

A thorough planning process is needed to address these issues and involve a wide variety of interested parties. For Coyote Valley, it is envisioned that the planning process would consist of the development of a detailed specific plan for the area, involving a community task force. The specific plan would guide development in North and Mid-Coyote Valley, and the preservation of South Coyote Valley as a permanent greenbelt. The elements of the specific plan would include the location and intensity of land uses, circulation system, infrastructure, services, and financing plan as well as design guidelines and other implementation measures. During the development of the specific plan, the City Council should be provided with regular status reports so they can be fully informed as to the progress of the plan and any implications for the rest of the City. As with the City's other specific plans, at the time of adoption, the major policy features of the specific plan would be incorporated into the General Plan in the form of the Coyote Valley Planned Community designation.

### **Prerequisite Conditions**

The following conditions are prerequisite to the City Council's adoption of a specific plan, the Planned Community designation, and any residential zoning approvals for property in the North and Mid-Coyote Valley:

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.
2. The City's fiscal condition is stable, predictable and adequate in the long



term. This determination should be based on:

- A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.
- City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.
- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process.

No urban residential development will be allowed in the North and Mid-Coyote Valley until the City Council has adopted the detailed specific plan.

Until such time as the Specific Area Plan is effective, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway and those of the Rural Residential and Private Recreation land use designations between Monterey Highway and the Coyote Creek Park Chain, provided that such Private Recreation uses are rural in character, are

developed under Planned Development zoning and are compatible with both the Coyote Creek Park Chain and the image of the North Coyote Campus Industrial Area.

### **Preparation of the Specific Plan**

The preparation of the specific plan should include the following analyses:

1. Short-term analyses regarding physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development. Major new transportation facilities may be necessary to serve the area.
2. Fiscal analysis showing that new development will not result in the deterioration of urban services to the remainder of the City. This should include:
  - The costs of providing required services to the proposed new development.
  - An estimate of tax and other revenues likely to be generated by the proposed new development.
  - An assessment of the negative or positive impact of the proposed new development on the General Fund.
  - The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.
3. An analysis of affordable housing opportunities which considers the needs of the Coyote Valley work force and the housing needs and programs identified in the General Plan and the Comprehensive Housing Affordability Strategy.

## V. LAND USE/TRANSPORTATION DIAGRAM

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### Vision

The overall development concept and character contained in the future specific plan for the North and Mid-Coyote Valley should be guided by the following vision:

- The creation of a very urban, pedestrian oriented and independent community characterized by high density housing, supportive businesses and services, and Campus Industrial land uses. A community with a minimum of 25,000 dwelling units is representative of this concept. Twenty percent of these units should be affordable.
- The extension of light rail transit into the Urban Reserve area and the use of this facility to orient and focus high density residential and mixed use development.
- The retention of sufficient campus industrial acreage to generate approximately 50,000 jobs within the specific plan area.
- An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") in the Coyote Valley.
- The creation of measures to ensure that new development will provide all capital improvements necessary to serve it and to ensure that the specific plan, and the development allowed by it, complies with all pertinent goals and policies of the General Plan particularly the Services and Facilities goals and policies. These measures may include a financing plan.
- A jobs and housing phasing program to pace the development of housing with job growth consistent with maintaining

an internal jobs/housing balance in the Coyote Valley area.

### Combined Residential/Commercial

This category provides land use flexibility for existing residences along major arterials where development is predominately commercial in character. The Combined Residential/Commercial designation is applied to parcels developed with single-family or duplex structures which front or side on arterials of six or more lanes in areas that contain a mixture of residential and commercial uses. The intent of this category is to allow commercial uses within existing residential structures in areas that are subject to high volumes of traffic. This designation is generally not intended for application to a single parcel but would be applied to a contiguous row of similar properties for consistency of treatment. To be considered for this designation, the site must be located across the major arterial from a predominantly commercial area which could include limited, interspersed high density residential uses not to exceed twenty percent of the commercial strip.

Uses allowed are residential, office, and personal services either separately or in combination; the specific intensity of commercial uses should be determined by the capacity of each site to accommodate the activities, including parking, associated with the use or uses of the site. Properties in this category should fully retain the residential character and form of buildings, front yards and front yard landscaping. Individual commercial uses will be reviewed at the development permit stage on a case by case basis and permitted only if they are compatible with adjacent residential uses.

## **Commercial**

New commercial development is planned to take place primarily on lands already planned and zoned for this use. The amount of existing land planned and zoned for commercial use in San José generally fulfills this purpose. The commercial land use categories described below identify the types of uses allowed under each category. The standards for commercial development are addressed in the Urban Design section (see Chapter IV, Goals and Policies) and in the City's Zoning Code.

Unless otherwise defined within a specific commercial land use category, the Citywide average commercial development intensity is expected to have an approximate Floor Area Ratio (FAR) of 0.40. Citywide employment densities, excluding the Downtown Core and Downtown Frame Areas, should average 45 employees per acre. Because variations from these averages are expected on a project-by-project basis, they should not be regarded as maximum limits. These averages are intended to illustrate the development intensities that may be possible but do not indicate what each development project can necessarily achieve. The requirement to comply with the Urban Design, Transportation Level of service and other General Plan policies may dictate less intensive development in many instances.

In the Downtown Frame Area, the limit on building intensity/employment density is the Urban Design height policy which limits non-residential building height to 120 feet.

In addition to the typical commercial uses listed below, this Plan recognizes that there may be a need to provide housing for very low-income households in some commercial areas close to jobs and services. The types of units used to provide this housing typically require the sharing of sanitation and kitchen facilities by one or two person households

occupying small, one room units. These uses can be contained in a building designed solely for such uses or in a building designed to provide commercial space on the lower floors. These uses are either Single Room Occupancy (SRO) Living Unit Facilities or Single Room Occupancy (SRO) Residential Hotels. SRO Living Unit Facilities and SRO Residential Hotels are allowed with a Conditional Use Permit or Special Use Permit, depending upon the zoning district in which they are proposed, under all commercial designations. There is no "density" limitation on the number of SRO rooms or "units" allowed under these designations; however, the number of these units should be limited to a number that can be reasonably accommodated on a proposed site while being compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. New SROs should be located throughout the City. New SRO units should be located along or near major transportation corridors, including light rail, to provide easy access to available services. New SRO units should not be located in industrial areas or on land designated for industrial uses, and should not be located within airport approach zones.

### **Neighborhood Business District**

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

The Neighborhood Business District designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. The purpose of the overlay is

## V. LAND USE/TRANSPORTATION DIAGRAM

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to recognize the variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. The overlay designation facilitates the implementation of a Neighborhood Business District (NBD) Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's older neighborhood serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. There are two types of commercial areas to which the NBD overlay designation is applied:

1) Older commercial areas with traditional "Main Street" characteristics also known as sidewalk strip; and, 2) commercial areas characterized by neighborhood serving strip development. In both types of NBDs, a minor portion of the area may be occupied by land uses which are neither commercial nor residential but contribute to the overall identity and character of the street or center.

The first type of area to which the NBD overlay designation is applied is that which is predominantly of a "Main Street" design, where buildings are connected to each other, form a continuous street facade, and have no setback from the sidewalk. Examples of such "Main Street" areas include Lincoln Avenue between Coe and Minnesota Avenues and Jackson Street between 4th and 6th Streets. This type of building relationship creates a pedestrian oriented environment. In these "Main Street" areas, off-street parking should be located so as to minimize vehicle/ pedestrian conflicts and to permit a continuous street frontage of storefronts.

Within this designation, residential and commercial uses, together with related parking facilities, are seen to be

complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged along major thoroughfares within NBD areas. In the "Main Street" areas cited above, however, residential uses may be allowed pursuant to the Discretionary Alternate Use Policies only in a mixed use configuration with pedestrian oriented commercial uses occupying the ground floor.

Where the NBD overlay designation is applied to commercial strip development three primary types of design characteristics may be found: 1) Parking Lot Strip - composed of a series of buildings of varying sizes and types with setbacks on several sides or all four sides and parking typically located in front of the building; 2) Neighborhood Center - typified by one or two anchor stores and a series of smaller stores in one complex; and, 3) a combination of commercial development types whether they be Parking Lot Strip, Neighborhood Center or Main Street. In commercial strip areas it is not unusual to encounter a combination of commercial development types with varying design components.

In areas designated with the Neighborhood Business District overlay, any new development or redevelopment must conform to both the underlying land use designation and the overlay designation. Such development must also conform to design guidelines adopted by the City.

### **Neighborhood/Community Commercial**

This designation applies primarily to shopping centers of a neighborhood or community scale. It is the intent of the Plan that future Neighborhood/Community Commercial uses develop in the form of shopping centers, as a group of commercial establishments planned and developed as a

unit and related in size and type of shops to the trade area it serves. The primary distinction between neighborhood and community commercial centers lies in the difference as to trade area served and the range of uses. Typical uses in the Neighborhood/Community Commercial designation are neighborhood serving retail and service establishments.

### **Regional Commercial**

The areas designated as Regional Commercial are, for the most part, existing regional shopping centers. In a few cases they reflect the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. All of the regional commercial areas are designated where there are existing shopping centers. Any completely new regional scale developments should be encouraged to locate in the Downtown Core Area.

### **General Commercial**

This is a non-specialized commercial designation intended to permit miscellaneous commercial uses. It includes both strip commercial areas along major thoroughfares as well as freestanding commercial establishments. Business and professional office uses are allowed within this category as well. While shopping centers may be allowed, they are more appropriately provided for by the Neighborhood/Community Commercial designation and, therefore, are not encouraged. Uses that have both commercial and industrial characteristics such as self-service warehousing, automobile lubrication, and other similar uses may be permitted provided that: 1) They comply with commercial development standards; 2) do not adversely impact nearby residential neighborhoods;

and, 3) are not located within pedestrian oriented, or potentially pedestrian oriented, retail commercial strips.

### **Office**

The primary allowed uses in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on margins of residential neighborhoods because it is not intrusive.

### **Core Area**

This designation includes office, retail, service, residential, and entertainment uses in the Downtown Core Area. In the Downtown Core Area, the only limit on building intensity (and associated employment density) is expected to be the FAA height limitation which varies from approximately 120 feet (10± stories) to approximately 315 feet (23± stories) necessary to maintain obstruction-free air space around San José International Airport. High density commercial development is planned for the Park Center and San Antonio Plaza redevelopment areas, integrating a mix of office, hotel, commercial, residential, recreational, and cultural activities to create a balanced focus for the urban core in San José. Retail sales should be located at ground level.

Lower intensity commercial uses are appropriate in outer parts of the Core Area, peripheral to the high intensity Park Center/San Antonio Plaza area. General commercial uses along major corridors of the Frame Area should support the Downtown Core Area.

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These outer areas are intended to provide locations for commercial activities that are not necessarily a part of the most intensely developed portions of Downtown, but which, for functional reasons, need to be in close proximity to activities in the Downtown Core Area.

Such entertainment uses as nightclubs, dance halls, and comedy clubs should be located within the Core Area provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

Development should incorporate pedestrian oriented design features at street level. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate. Uses that serve the vehicle, such as car washes and service stations may be considered appropriate when they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

In areas where the Core Area designation exists, higher density residential uses at 25+ dwelling units per acre or mixed use development of commercial and residential uses are appropriate as is development of either use individually. For mixed use projects, residential uses should generally be located above non-residential uses with commercial uses at street level. Residential uses should only be allowed where they are compatible with adjacent development.

### **Combined Industrial/Commercial**

This land use category is intended for commercial, office, or industrial developments or a compatible mixture of these uses. The uses of the Industrial Park, Light Industrial, General Commercial and

Neighborhood/Community Commercial land use categories are consistent with this use category. "Big Box" retail as a stand-alone use or as part of a larger retail development is appropriate in this designation. Uses should be arranged on the site in a manner that avoids land use incompatibilities.

### **Industrial**

The different industrial land uses designations are intended to accommodate a variety of industrial use, design and occupancy needs. In order to ensure that a balance of diverse industrial needs can be accommodated, the General Plan designates areas reserved exclusively for industrial uses, and other limited areas in which compatible non-industrial uses may be considered.

The remaining areas are intended exclusively for a wide variety of industrial users ranging from the "high tech" uses such as research and development, assembly, electronic equipment and instrument testing, and offices, to the more traditional industrial uses such as manufacturing, warehousing, raw material processing, and other equally economically important, but "unglamorous" uses. Businesses within the areas reserved exclusively for industrial uses are afforded protection from incompatible land uses through limits on the ability of non-industrial uses to locate in these areas.

In the industrial areas designated with the Mixed Industrial Overlay, uses such as retail, churches, social and community centers, recreational, or similar uses may be allowed when they do not result in the imposition of additional constraints on neighboring industrial users in the exclusively industrial areas.

For those lands designated Light Industrial and Heavy Industrial, however, office and higher end industrial uses are discouraged to

preserve the scarce, low cost land resources that are available for start-up industries or lower cost industrial operations. The preservation of the older, established industrial areas of San José that contain these land resources, such as the Monterey Corridor area, is important to the overall economic development strategy of the City.

In order to retain industrial services/suppliers in the City and encourage expansion of these uses, specific industrial areas have been targeted for their location. Specifically, the following areas have been identified: the Old Oakland Highway/Berryessa Road area; the Monterey Corridor area; the Rincon de los Esteros Redevelopment Area south of Brokaw Road and east of Zanker Road; and the area bounded by Coleman and Stockton Avenues, Highway 880 and Taylor Street.

The intensity of industrial development can be measured by both employment density and building intensity. For the most part, the variation in these factors is dependent on geographic location rather than on the particular land use designation. Employment densities are the more important measure for General Plan purposes since they determine the need for street and other infrastructure capacities and are used to plan these facilities. Building intensity measured by Floor Area Ratio (FAR) varies tremendously, depending on both (a) the specific use for which the building is designed (e.g., warehousing vs. assembly vs. research lab vs. office) and (b) the land use designation, zoning district and scale of surrounding development which are all considered in the site development and architectural review process.

The FARs and employment densities set forth in the table below are intended to be overall averages expected for each area regardless of the industrial land use category. Because variation from these averages is expected on a project-by- project basis, they

should not be regarded as maximum limits, except as noted for the Alviso, Berryessa and North San José areas. Likewise, these averages are not an entitlement that each development project can necessarily achieve. The requirement to comply with the High-Rise, Transportation Level of Service and other General Plan policies may dictate less intensive development in many instances. In this regard, the City Council may impose more restrictive standards in certain areas to solve localized infrastructure capacity problems, as has been done in the Golden Triangle area.

Research and Development and Campus Industrial are categories designed for single user projects as opposed to the multiple occupancies characteristic of other industrial areas. Industrial uses should, in general, be planned in reasonable proximity to residential development in order to facilitate shorter home-to-work commuting.

**Figure 20. Industrial Areas**

<b>Industrial Area</b>	<b>Average Floor Area</b>	<b>Average Employees Per Acre</b>
Almaden, Alum Rock, Cambrian-Pioneer, & Willow Glen	<b>.35</b>	<b>20</b>
Alviso*	<b>.35*</b>	<b>25</b>
Berryessa*	<b>.35*</b>	<b>30</b>
Central	<b>.50</b>	<b>50</b>
Edenvale	<b>.40</b>	<b>40</b>
Evergreen	<b>.40</b>	<b>35</b>
North Coyote	<b>.40</b>	<b>40</b>
North San José*	<b>.35*</b>	<b>50</b>
South Edenvale	<b>.40</b>	<b>40</b>

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Industrial Area	Average Floor Area	Average Employees Per Acre
South San José	.35	25

\*FAR's for Alviso, Berryessa, and North San José represent the maximum allowable, subject to the North San José Area Development Policy, as amended.

### Research and Development

This is the least intensive of the industrial land use designations in terms of permitted uses, required urban services and environmental effects. Industrial activities in this area are limited to research, product development and testing, engineering and sales development and any other basic research functions leading to new product development and marketing. Manufacturing facilities, as such, would be limited to pilot plant operations for construction and testing of prototype products.

Parcels to be considered for the Research and Development designation will generally contain 50 or more acres and will be designed for a single user. An open space environment is intended here and developments in this category will be carefully reviewed for sensitivity of use and design. Aggregate building coverage will be restricted to approximately 15% of the total parcel area and most of the site will be landscaped or remain in a natural state.

### Campus Industrial

This designation provides for a somewhat more intensive development and broader range of uses than the Research and Development category but with a unique campus design concept which takes advantage of the site's natural features and incorporates substantial amounts of landscaped and natural open space. The uses allowed in this category are industrial

research and development, administration, marketing, assembly and manufacturing. Warehousing is allowed only when strictly ancillary to the primary uses. The maximum building coverage of Campus Industrial development should be no more than 30%. A minimum of 25% of each site should be landscaped. The Campus Industrial designation is applied to lands in Evergreen and North Coyote Valley.

**Evergreen.** In Evergreen, this designation is applied to properties that are at the edge of residential neighborhoods, framing the nearby hillsides. In this more suburban, residential setting, buildings should be low profile and residential in scale and character. Development in this designation should only occur under Planned Development zoning, in order to provide for thorough public review of the proposed uses and design. A master Planned Development Zoning should be completed on existing parcels to provide for a range of types and sizes of campus industrial users with a mix of parcel sizes and designs, as appropriate in the Evergreen setting. While parcels of 20 acres or larger are encouraged, a master Planned Development zoning may include parcels with a minimum size of 5 acres.

**North Coyote Valley.** Unlike Evergreen, the North Coyote Valley represents a totally new industrial area within a picturesque valley surrounded by hills to the north and east. In this location, the Campus Industrial designation is intended to support the development of large, single-user industrial sites within a high prestige industrial area. Campus industrial development should be of high quality, and sensitive to North Coyote Valley's environmental features such as the hills, views, existing trees, and agricultural history.

Zoning for campus development should be done through a master Planned Development Zoning for all the contiguous land area



within a single ownership. In most cases campus areas should be planned at sizes of at least twenty acres, however, such planning can occur for sites as small as ten acres. After the approval of a Planned Development Permit covering a campus of ten acres or larger, parcels as small as five acres could be created for financing purposes or disposition subsequent to construction.

Regardless of individual campus size, the overall campus industrial environment should be seamless. Development should be planned irrespective of property lines to cluster buildings, minimize driveways, maximize pedestrian and bicycle linkages, orient to future transit, and create a uniquely cohesive industrial area with lush landscaping, distinct view corridors, and sensitivity to other natural amenities.

All Planned Development Zonings and Permits need to be consistent with the North Coyote Valley Campus Industrial Master Development Plan. The Master Development Plan contains a level of specificity beyond the General Plan by delineating the vision for North Coyote, the infrastructure plan, and guidelines for public and private improvements.

For purposes of sizing the required infrastructure for North Coyote Valley, the approximately 1440-acre area is assumed to accommodate 50,000 employees based on an employee density of 40 employees per acre. Because a large portion of the North Coyote Valley may be required for a storm water detention facility, the remaining developable sites may have higher employee densities so long as the total employee yield does not exceed approximately 50,000 employees.

### **Research, Development and Administrative Office**

This designation provides for a more restricted range of uses than Industrial Park

as it is intended for application in infill locations and other areas where a full range of manufacturing uses is not appropriate. The principal uses allowed under this designation are general business offices, professional offices, computer and programming services, and research and engineering laboratories. Manufacturing and assembly are limited to pilot plant operations for construction and testing of prototype products or small scale production that does not involve outdoor activities traditionally associated with manufacturing operations, such as storage tanks, substantial truck traffic and the like.

Parcels of ten acres or more are considered suitable for this designation. Development should occur only under a unified, master plan concept which may accommodate several tenants. Buildings should be of a residential scale and character and shall take into account the sensitive nature of neighboring residential uses. Because of its intended use in infill locations, development under this designation should be allowed only under Planned Development zoning.

### **Industrial Park**

The Industrial Park designation is an exclusive industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Areas identified exclusively for Industrial Park uses may contain a very limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should be located within a larger industrial building to protect the

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character of the area and maintain land use compatibility. The addition of the Mixed Industrial Overlay changes the industrial character to a mixed designation and allows a broader range of uses as described further in the Mixed Industrial Overlay designation section.

The primary difference between this use category and the "Light Industrial" category is that performance and design standards are more stringently applied to Industrial Park uses primarily with respect to landscaping requirements. The development standards of the I-Industrial zoning district are illustrative of this concept.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, developed and managed as a unit. In either case, a project would be designed to comply with more stringent development standards than in the Light Industrial category.

### **Industrial Core Area**

A mid-rise industrial park area primarily intended for industrial office and research and development facilities. Although allowed land uses are similar to the Industrial Park designation, development intensity and site design elements should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with commercial uses on the first two floors, with industrial use on upper floors, as well as wholly industrial projects. Mixed-Use projects incorporating high-density residential development are also permitted, provided that the residential development is integrated within, compatible with and clearly subservient to an industrial project and generally accounts for no more than 25 percent of the total developed site land area, and provided that the industrial uses are

developed prior to or concurrent with the residential uses. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within the Industrial Core Area. Typical intensity for industrial development ranges from a Floor Area Ratio (FAR) of 0.7 to 2.0. New development should orient buildings towards public streets and transit facilities and include features to provide an enhanced pedestrian environment.

### **Light Industrial**

Like the Industrial Park designation, the Light Industrial designation is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Because of the limited supply of land available for industrial suppliers/services firms in the City, General Plan land use changes on sites designated Light Industrial within areas reserved exclusively for industrial uses are discouraged. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of typical uses within this designation are warehousing, wholesaling, and light manufacturing. On the other hand, office and higher-end industrial uses are discouraged in order to preserve the scarce, lower cost land resources that are available for start-up industries or lower cost industrial operations. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. The addition of the Mixed Industrial Overlay to property with the Light Industrial designation broadens the industrial character to allow a greater range of uses such as limited large scale, high volume, single entity commercial uses. Due to the scarcity of land with the Light Industrial designation, and the potential for compromising the viability of the remaining Light Industrial sites, future proposals for

adding the Mixed Industrial Overlay to Light Industrial sites should be discouraged.

### **Heavy Industrial**

This category is intended for industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category. The Heavy Industrial designation is the appropriate category for solid waste transfer and processing stations, but only for sites which meet all General Plan policies such as adequate access, compatibility with surrounding land uses and preservation of the character of residential neighborhoods. The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, land use changes should be discouraged on sites with this designation in areas reserved exclusively for industrial uses. Office, and research and development uses are discouraged under the designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing.

Very limited scale retail sales and service establishments serving nearby businesses and their employees may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent and are not of a scale or design that depend on customers from beyond normal walking distances. Any such uses should be clearly incidental to the industrial user on the property and integrated within an industrial building.

The addition of the Mixed Industrial Overlay broadens the industrial character to allow a greater range of uses as described further in

the Mixed Industrial Overlay designation section. Free-standing non-industrial uses are not appropriate in areas identified exclusively for industrial uses without the Mixed Industrial Overlay designation. Due to the scarcity of land with the Heavy Industrial designation, and the potential for compromising the viability of the remaining Heavy Industrial sites, future proposals for adding the Mixed Industrial Overlay to Heavy Industrial sites should be discouraged.

### **Mixed Use**

This designation allows for developments consisting of one or more of the three major use categories -- residential, commercial, and industrial. This designation is intended to provide flexibility and encourage developers to build innovative projects.

The Mixed Use designation can be applied as an overlay to the Medium Low Density Residential (8 DU/AC), Medium High Density Residential (12-25 DU/AC), General Commercial, Office, and Industrial Park land use designations, or, it may be applied to a property without an underlying land use designation. Discretionary Alternate Use policies that pertain to affordable housing may be allowed as an alternative to or modification of an approved Mixed Use designation. In the case of properties with an underlying land use designation, the underlying designation determines the predominant land use as well as the mix of alternate uses allowed by the overlay. A choice of land use combinations provides an opportunity for flexibility and for maximizing the natural amenities of the site. Development must be consistent with the intensities and densities specified for both the underlying designation as well as the alternate designations as applied to the net acreage devoted to each use.

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In those cases where a mixed use is proposed without an underlying land use designation, the project proponent must describe the proposed types of uses and the intensity ranges to be allowed on the site. The approved mix of uses and their intensities will be listed and described in Appendix F (Mixed Use). Development under this designation should be designed and built so that the mix of uses are functionally connected to create a cohesive whole.

The Mixed Use designation should be used infrequently and only in those situations that ensure the best use of unusual properties or create special opportunities for the City and its residents. Mixed uses should be permitted only if the development is compatible with surrounding land uses and the goals and policies of the General Plan.

Since the conventional zones of the Zoning Ordinance are not designed to accommodate a mix of uses in a project without an underlying land use designation, mixed use developments with no underlying land use designation will require a single Planned Development zoning to cover the entire site. This zoning must be consistent with the combination of use descriptions listed in Appendix F, and the specifications for minimum acreages or intensity ranges.

### **Medium Low Density Residential (8 DU/AC) with Mixed Use Overlay**

The minimum land area necessary to apply the Mixed Use Overlay to the Medium Low Density Residential (8 DU/AC) designation is 25 acres. At least 60% of the site must be developed with residential uses at a density of 8 dwelling units per net acre. Provided that a minimum of 5 acres is devoted to each alternate use, the remaining site acreage may be developed with a combination of any of the following: General Commercial, and/or Medium Density Residential (8-16 DU/AC).

### **Medium High Density Residential (12-25 DU/AC) with Mixed Use Overlay**

The minimum land area required to apply the Mixed Use Overlay to the Medium\_High Density Residential (12-25 DU/AC) designation is 10 acres. Residential uses developed at a net density of 12 to 25 dwelling units per acre must comprise at least 60% of the total site. If a minimum of 4 acres is provided for each alternate use, the remainder of the site may be developed with General Commercial uses.

### **General Commercial with Mixed Use Overlay**

To apply the Mixed Use Overlay to the underlying land use designation of General Commercial, a minimum 10 acre site is required. Commercial activities must occupy at least 60% of the land area. The alternate use of Medium High Density Residential (12-25 DU/AC) must occupy at least 4 acres of the site.

### **Industrial Park with Mixed Use Overlay**

This designation should not be applied to additional areas in the City. Areas currently designated Industrial Park with Mixed Use Overlay may be developed under this designation; however, upon development, the Land Use/Transportation Diagram should be amended to reflect the developed uses.

The development of mixed uses in industrial areas, when appropriate, should occur under the Mixed Use with No Underlying designation, should protect the limited areas available exclusively for industrial uses in the City, and should not create hardships for existing or planned industrial tenants located in an exclusively industrial area.

The minimum required land area for Industrial Park with Mixed Use overlay is 10 acres. For sites between 10 and 40 acres, a minimum of 5 acres may be developed with Medium Density Residential (8-16 DU/AC), Medium High Density Residential (12-25 DU/AC) or High Density Residential (25-40 DU/AC) uses provided that at least 50% of the land area is developed with Industrial Park uses. For sites greater than 40 acres, at least 25% of the land area must be developed with Industrial Park uses. The land use mix on these larger sites may include any combination of General Commercial, Office, and/or Medium Density Residential (8-16 DU/AC), Medium High Density Residential (12-25 DU/AC) or High Density Residential (25-40 DU/AC) provided that at least 10 acres is devoted to each alternate use. None of the above referenced restrictions on the mix of land uses apply in the Golden Triangle area (those Industrial Park lands located north of the boundary formed by The Alameda, Interstate 880, U.S. 101 and Berryessa Road) if 100% of a site designated Industrial Park with Mixed Use overlay is to be developed residentially. Any other combination of uses in the Golden Triangle area must comply with the formulas stipulated above. Any residential development under the Industrial Park with Mixed Use Overlay designation must be located adjacent to, and integrated with, existing or planned residential neighborhoods or be large enough to create a residential neighborhood that is independently viable.

#### **Office with Mixed Use Overlay**

Office with Mixed Use Overlay is intended to allow flexibility in a mix of office and residential uses to preserve established neighborhood character by allowing the efficient use and reuse of infill sites. This designation permits projects which combine two uses within a single site. Sites may also

be developed solely for office or high density residential use.

If offices are developed on a site, upper floors may be developed with any combination of Office or Medium High Density Residential (12-25 DU/AC) uses. The total allowed units should be based on the net site acreage. On infill or underutilized sites, projects may be developed with any combination of Office or Medium High Density Residential (12-25 DU/AC) uses which preserve, and are compatible with, the established character of the surrounding neighborhood.

#### **Mixed Use with no Underlying Land Use Designation**

A minimum of two uses must be combined to use this designation with no use occupying less than 10% of the site area or less than 10% of the total building square footage proposed. The uses to be combined must be described in terms consistent with the Land Use/Transportation Diagram designations listed above. The intensity ranges of these uses should be described in terms of acreage or building square footage, and, for residential uses, number and type of dwelling units. The uses and intensity ranges allowed for sites with this designation are listed in Appendix F, define the parameters for development of such sites and cannot be modified without a General Plan amendment.

#### **Mixed Industrial Overlay**

In order to preserve a supply of land devoted exclusively for industrial uses and maintain its attractiveness, the Land Use/Transportation Diagram designates non-exclusive industrial areas with a Mixed Industrial Overlay. Areas designated with the Mixed Industrial Overlay may be appropriate for a mixture of primarily industrial with compatible commercial or

## V. LAND USE/TRANSPORTATION DIAGRAM

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public/quasi-public uses, or may be developed entirely with industrial uses in accordance with the base designation. Areas with this overlay designation contain or are surrounded by an existing mix of uses, so that additional non-industrial uses would not compromise the integrity of areas reserved exclusively for industrial uses. Examples of non-industrial uses include, but are not limited to, primary or secondary schools, hotels and motels, nightclubs, churches, free standing daycare centers, big box retailers, large gymnasiums, sports or arts instruction facilities, and hospitals.

The proximity of areas established exclusively for industrial uses should be considered in the application of this overlay to minimize any restrictions on the operations of tenants in the exclusively industrial areas. New uses within the Overlay area should be considered secondary when land use compatibility issues occur between existing or planned users of hazardous materials and sensitive receptors. For these reasons, the addition of the Mixed Industrial Overlay on sites with a Heavy Industrial land use designation or Light Industrial land use designation should be discouraged.

### **Airport Influence Area Overlay**

This overlay designation identifies areas located in the vicinity of the Reid-Hillview Airport potentially subject to aircraft overflights. New Development located within the overlay area should be evaluated for consistency with adopted A.L.U.C. policies and careful consideration should be given to potential impacts of noise, safety, and land use compatibility.

### **Airport Approach Zone**

This overlay designation is intended to control the allowed land uses within the

generalized "approach area" for aircraft landing at San José International Airport. The impacts of aircraft noise and potential safety hazards to persons and property on the ground are primary considerations. Land uses within the Airport Approach Zone are to be consistent with the requirements of the Federal Aviation Administration grants. New residential uses are inconsistent with the Airport Approach Zone designation. Areas with an underlying land use designation of Public Park and Open Space are intended for uses which meet City-wide recreation and open space needs. In areas with no underlying designation, uses allowed in the City's present I-Industrial and IP-Industrial Park Zoning Districts are appropriate. All industrial uses allowed in this category must conform to the intensity limits and development criteria described under the industrial land use categories above but are expected to be less intense in general. All land uses and development should conform to Federal, State and local regulations regarding airport noise and safety impacts.

### **Public/Quasi-Public**

This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications. In addition, such institutions as churches, private schools and private hospitals are also appropriate for this designation.

Development intensities expected under this designation should generally be no greater than a FAR of 1.5. The development intensities in this category can be expected to vary significantly from very low (e.g., airports, corporation yards) to very high (e.g., government offices). The average intensity across the whole category, however, is not expected to exceed a FAR of 1.5. Freestanding communication structures, however, are not allowed under this designation unless the site is adjacent to an arterial street, the structure is designed or located to significantly minimize its visibility, and the proposal is consistent with applicable General Plan Urban Design height limit policies for structures other than buildings. Only existing uses and ownerships and future uses for which substantial planning has been completed are designated Public/Quasi-Public. New Public/Quasi-Public uses may be established according to the Discretionary Alternate Use Policies. The Discretionary Alternate Use Policies Section also describes the process for determining an appropriate alternate use of properties designated for Public/Quasi-Public use.

### **Public Park and Open Space**

This designation is applied to lands which are publicly owned, though in some instances public access may be restricted. These lands are devoted to open space use for the most part, although some development, such as restrooms, playgrounds, educational/visitor's centers, and parking areas, is an inherent part of many of the properties so designated. It is intended that this designation be applied only to lands owned by public agencies or programmed for acquisition, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also considered appropriate under this designation. This designation can also be

applied to privately owned property that is potentially suitable for park development and for which there is a high likelihood that a funding source will be identified to allow the City to purchase the property. Prior to the purchase of a site designated Public Park and Open Space, the General Plan land use designation of the site is the land use designation of the adjacent property.

The most prevalent Public Park and Open Space uses are City and County parks. Other properties included in this designation are publicly owned open space lands and recreation facilities other than parks, including the South San Francisco Bay National Wildlife Refuge, the Santa Clara Valley Water District creeks and percolation ponds and the Airport Approach Zone recreation complex. Non-open space uses to which this designation is applied include such major facilities as the County Fairgrounds, PAL Stadium, and the Historical Museum, as well as golf course club houses and similar ancillary facilities, community centers and concession facilities.

The locations of neighborhood and district parks are in most cases specifically defined on the Land Use/Transportation Diagram. There are cases where a park is needed, but where either no specific site has yet been identified or where the details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter "P". This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will only be finalized through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use/Transportation Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

## V. LAND USE/TRANSPORTATION DIAGRAM

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### Private Open Space

This category designates privately-owned lands used for low intensity, open space activity primarily within the Urban Service Area. This designation is usually applied to existing uses but can be applied to other lands when their proposed use conforms to this category. Appropriate uses in this category include cemeteries, salt ponds, and land which is restricted to agricultural use and private buffer lands such as riparian set back areas.

### Private Recreation

These are uses of a higher intensity than the Private Open Space category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the Private Open Space category and includes those uses allowed under the Private Open Space category. Uses within the Urban Service Area may also include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical for lands designated as Private Recreation, and inside the Urban Service Area boundary of the City.

Rural private recreation uses are those located outside the Urban Service Area. A private recreation use is considered rural if it is low intensity, is compatible with surrounding non-urban uses, requires minimal permanent changes to existing terrain and vegetation, and involves little paving and few structures. Examples include golf courses and driving ranges,

corporate picnic or outdoor recreation facilities, riding stables and recreational vehicle campgrounds, with ancillary commercial uses limited to those which are integral to the primary use (such as a club house at a golf course or a pro shop at a golf driving range). For lands designated as Private Recreation located outside the Urban Service Area, it is not intended that there are any significant amount of structures. Rural private recreation uses approved only under Planned Development zoning to determine appropriate levels of development. Planning and design standards for rural recreation uses should ensure visual and environmental compatibility with adjoining and nearby non-urban uses.

### Non-Urban Hillside

This land use is proposed for most hillside areas above the fifteen percent slope line. Because of the pervasive geologic conditions in the hills (landsliding, soilcreep, earthquake faults) and the extraordinary public costs of hillside development, uses must be limited to those having very little physical impact on the land and requiring no urban facilities or services. There is also a need to preserve watershed and prime percolation soil areas. Protecting natural habitats and minimizing the visibility of development are important to enhance the open space character of these land areas. Very low intensity uses, such as grazing, tree farming, or very large lot residential estates, are potential uses under this category.

The maximum residential density on property with a Non-Urban Hillside designation is determined by the Hillside Slope Density Formula which defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:



$$S = 0.00229 \times IL/a$$

Where:

“S” is the average slope of the parcel in percent

“T” is the contour interval in feet;

“L” is the combined length of contour lines in feet; and,

“a” is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If “S” is 10% or less, the minimum land area per dwelling unit is 20 acres. If “S” is 50% or greater, the minimum land area per dwelling unit is 160 acres. If “S” is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

Where:

$$a = 1/(0.0609375 - (0.00109375 \times S))$$

“a” is the minimum land area per dwelling unit; and,

“S” is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above. Clustering of the allowable density is an appropriate means to encourage open space preservation and reduce impacts associated with on-site grading necessary for development and roadways. Development under this land use designation should be consistent with the Hillside Development policies of the General Plan.

The intent of the fifteen percent slope line, as a general planning criterion, is to define the limit of the encroachment of urban land uses into the hillsides that border the valley floor. Areas above the fifteen percent slope line should be designated Non-Urban Hillside and remain outside the Urban Service Area boundary. The Land Use/Transportation Diagram is not intended to show the fifteen percent slope line precisely on any specific parcel, as this is possible only with site specific topographic information. Therefore, where site specific information locates the fifteen percent slope line more precisely, the Non-Urban Hillside density should be applied only to the area above the fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely up slope from the Land Use/Transportation Diagram designation, the down slope land use designation or density should be applied to the additional area up to the precise fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely down slope from the Land Use/Transportation Diagram designation, the Non-Urban Hillside designation should be applied to the additional area down to the precise fifteen percent slope line.

### **Agriculture**

A variety of agricultural uses are allowed in this category, including grazing, dairying, livestock raising, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands and the processing of agricultural products. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical but in some cases agricultural use utilizing greenhouse structures may maintain a FAR of 0.8.

The minimum parcel size in the area planned for Agriculture is twenty acres. This

## V. LAND USE/TRANSPORTATION DIAGRAM

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designation is applied in the southerly area of Coyote Valley and is intended to support the existing agricultural uses in that area. No uses or structures are allowed which would require urban services, such as sanitary sewerage or urban street improvements.

### **Solid Waste Landfill Site**

The Solid Waste Landfill Site land use designation includes two subcategories:

- a) **Solid Waste Landfill Site.** This land use designation indicates the location of an active, i.e. currently operating, solid waste facility or a fully permitted facility that has not initiated operations. Existing Solid Waste Landfill Sites are indicated by the letters "SW." Guadalupe Mines, Kirby Canyon, Newby Island, Owens-Corning and Zanker Road are currently designated active sites.
- b) **Candidate Solid Waste Landfill Site.** This land use designation indicates a location under consideration for development as an active Solid Waste Landfill Site. Candidate sites are indicated by the letters "CSW." All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons.

A Solid Waste Landfill Site designation is overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. The symbols "SW" and "CSW" represent "floating" designations and are only intended to indicate general locations so that the actual facility will be sited in the most environmentally suitable location. The Solid Waste Landfill Site and Candidate Solid Waste Landfill Site overlays are compatible with the underlying designations

of Public/Quasi-Public, Non-Urban Hillside and Private Open Space.

The development of Solid Waste Landfill Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. Other uses which may be allowed include the collection and processing of materials to be recycled, composting of waste and energy/transformation operations that, for sites located within the City's Urban Service Area and Urban Growth Boundary, may continue on a portion of the site after landfill closure. The allowed uses pursuant to this designation may be permitted only under Planned Development zoning and should comply with the Solid Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Landfill Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Landfill facility. The City Council may acquire or approve a specific solid waste landfill site only if surrounding land uses are compatible with the operation of such a site.

### **Areas of Historic Sensitivity**

The designation of Areas of Historic Sensitivity is intended to ensure that new development in the vicinity of the designated historic sites, structures, and districts described below is designed to enhance the character of the designated historic resource, consistent with the Historic, Archaeological and Cultural Resources policies. Areas of

Historic Sensitivity is an overlay designation intended to control design and does not affect the underlying land use designation.

- a) St. James Square Historic District Area (including the Scottish Rite Temple, First Unitarian Church, Eagles Club, Trinity Episcopal Church, U.S. Post Office/St. James Branch, Santa Clara County Courthouse, First Church of Christ Scientist, Sainte Claire Club and the Four Wheel Brake Building); the area of historic sensitivity includes all properties fronting on St. James Park which are listed on the Nation Register of Historic Places, and designated as a City Historic District.
- b) The Alameda Historic District Area; the area of historic sensitivity includes all sites fronting on The Alameda between Interstate 880 and Julian Street/Martin Avenue, and the trees and structures within the public right-of-way. As the grand boulevard to Downtown, The Alameda is the most visually elegant street in San José which once connected Pueblo San José with Mission Santa Clara. New development on sites within the area of historic sensitivity should further The Alameda image of grand mansions with landscaped yards fronting on a tree-lined avenue.
- c) The Hensley Historic Area; the area of historic sensitivity includes all properties within the Hensley Historic District as listed on the National Register of Historic Places and designated as a City Historic District.
- d) The Almaden Winery State Historic Landmark; the area of historic sensitivity includes the entire Almaden Winery site located on the south side of Blossom Hill Road approximately 1,500 feet easterly of Camden Avenue.

### **Coyote Greenbelt**

This overlay designation depicts the area in the Coyote Valley proposed as a permanent, non-urban buffer between San José and Morgan Hill. Allowed land uses and development standards in this area should be consistent with the existing base land use designations (Agriculture, Public Park and Open Space, Public/Quasi-Public and Private Recreation) covered by the overlay. New land use designations should only include Agriculture, Public Park and Open Space, and Private Recreation. Ancillary uses to Public Park and Open Space are also appropriate.

### **Hazardous Waste Disposal Site (Residuals Repositories)**

This land use designation indicates those locations which could potentially be developed as hazardous waste disposal sites (residuals repositories). The development of such sites may occur under public or private proprietorship. The only other uses which may be allowed on hazardous waste disposal sites include transfer, treatment, storage and incineration facilities. The establishment and operation of any hazardous waste disposal site facility or other allowed use pursuant to this designation may be permitted only under a Planned Development zoning and should comply with the Hazardous Waste goals and policies of this Plan. The intensity of development expected for any combination of buildings or structures is a FAR of approximately 0.05.

This designation will be indicated on the Land Use/Transportation Diagram by the letters "HW" overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. This symbol represents a "floating" designation and is intended to indicate only a general location. The exact size, location and configuration

## V. LAND USE/TRANSPORTATION DIAGRAM

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will be finalized through the acquisition or approval of a specific hazardous waste residuals repository site following certification of a site-specific EIR.

This designation is applied only in non-urban locations for which there are no surrounding or nearby properties devoted to or planned for uses incompatible with the operation of a residuals repository. The City Council may approve a specific hazardous waste disposal site only if surrounding land uses are compatible with the operation of such a site, and the site meets the Siting Criteria identified in Appendix G. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed General Plan amendment incorporates measures to maintain compatibility with the potential hazardous waste disposal facility. ■

### DISCRETIONARY ALTERNATE USE POLICIES

The policies below specify conditions under which an alternative to uses otherwise allowed in a particular Land Use/Transportation Diagram designation may be determined to be in conformance with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Foster and encourage the implementation of such General Plan goals and policies as the production of affordable housing, the preservation of historic structures, or the development of high quality projects of an exceptional design.
- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which

might be undermined by an overly rigid application of land use designations.

- Streamline the development review process by avoiding, in those cases where appropriate, the time consuming process of amending the General Plan.

The application of Alternate Use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies, including those intended to protect existing residential neighborhoods or exclusively industrial areas from the encroachment of incompatible land uses, should be taken into consideration. In areas covered by an Area Development Policy such as North San José or Evergreen, or within Specific Plan and Planned Community areas, Discretionary Alternate Use Policies should only be applied in a manner which furthers the implementation of the goals and strategies of the Area Development Policy or Specific Plan.

In some cases, Discretionary Alternate Use Policies may be used more than once in a particular neighborhood if such use will further the City's goal of providing an adequate housing supply for all economic segments of the community and the proposed residential or mixed residential/commercial development is substantially compatible with neighborhood character.

For the purposes of this section, affordable housing is defined as housing that is affordable to one of the four income groups as defined below:

- Extremely Low-Income (ELI) households - household income is 0-30% of County median household income.

## DISCRETIONARY ALTERNATE USE POLICIES

### Two Acre Rule

- Very Low-Income (VLI) households - household income is 31-50% of County median household income.
- Low-Income (LI) households - household income is 51-80% of County median household income.
- Moderate-Income (MI) households - household income is 80-120% of County median household income.

### Two Acre Rule

One of the goals of the General Plan is to encourage infill development. For some infill sites, physical or environmental constraints may require innovative design solutions. To further this objective, existing parcels of two acres or less may have an allowed use other than that designated on the Land Use/Transportation Diagram as follows:

- Parcels with a residential land use designation may be developed at a higher or lower density range. The appropriate density for a given site should be determined based on compatibility with surrounding land uses. Projects developed under this policy should be of exceptional design.
- Parcels with a residential land use designation may be developed with commercial uses consistent with the requirements of the Zoning Ordinance if all of the following criteria are met:
  1. The Parcel is located within the CO-Commercial Office Zoning District, the CP-Commercial Pedestrian Zoning District, or the CN-Commercial Neighborhood Zoning District prior to consideration of the application of the Two-Acre Rule for proposed commercial development. The appropriate intensity for a given

parcel should be determined based on compatibility with surrounding land uses.

2. The parcel is adjacent on at least two sides to sites that are in commercial zoning districts or developed with commercial uses. For the purposes of this policy, a site that would otherwise abut the subject parcel if an adjacent right-of-way were not present may be deemed an adjacent use.

3. The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties.

4. The proposed development of the site and architecture are of exceptional quality and exceed the City's minimum design standards.

5. No more than ten acres a year of commercial uses are approved under this provision of the Two Acre Rule.

- Parcels with a non-residential land use designation may be developed under any residential or non-residential category. To the maximum extent feasible, development should provide no net loss in the City of employment capacity and no net loss in the City of acreage that has an exclusively Light Industrial or Heavy Industrial land use designation. Parcels with an industrial land use designation may be developed with commercial uses with a preference for mixed industrial and commercial uses. Parcels with a commercial land use designation that are adjacent on at least two sides or by at least 50% to land with a residential land use designation and that are either within 2000 feet of an existing or planned Light Rail Transit Station or within 3000 feet of an existing or planned BART Station may be developed with residential uses

## V. LAND USE/TRANSPORTATION DIAGRAM

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with a majority of the units affordable, and a significant portion of the affordable units eligible to Extremely Low-Income households. Development with a mix of commercial and residential uses with a preference for retention of employment capacity to the maximum extent feasible is strongly encouraged. The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties. To use this policy, projects should exceed the minimum standards of the Zoning Ordinance and adopted design guidelines.

### **Surplus Public/Quasi-Public and Public Parks/Open Space Land**

An alternate use of property designated for Public/Quasi-Public or Public Parks and Open Space use may be approved without an amendment to the Land Use/Transportation Diagram if such alternate use is compatible with existing and planned uses on neighboring properties and is consistent with applicable General Plan policies. The determination of such compatibility and consistency includes consideration of whether the site, in light of the overall planning for the surrounding area, would more appropriately be designated for uses of a public, quasi-public or recreational nature.

### **Structures of Historical or Architectural Merit**

Land uses other than those designated on the Land Use/Transportation Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the surrounding area. Such alternate use(s) should be allowed only

under Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance.

### **Live/Work Policy**

This policy is intended to encourage mixed uses in appropriate non-residential or existing mixed use areas, to help achieve an incremental reduction in commute traffic, to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of arts in the community. In furtherance of this objective, combined studio/workshop space and living quarters for artists, craftspersons, engineers, computer programmers, personal service providers, and others requiring a basic personal workspace and engaged in activities generally compatible with the quasi-residential nature of the project may be located in new buildings or existing buildings (particularly older commercial and industrial buildings) wholly or partially converted for this purpose. The residential facet of this use will be allowed only in combination with individual studio, office, or workshop space of the residents and is intended to provide an integrated working/living environment. Other uses -- such as galleries, antique shops, restaurants and the like -- may also be incorporated into these projects as deemed appropriate.

### **Residential Uses on Commercially Designated Parcels**

Higher density residential development (minimum 17 dwelling units per acre) or mixed use commercial/residential development may be allowed under a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, on properties which are located on major thoroughfares and designated for

## DISCRETIONARY ALTERNATE USE POLICIES

### Density Bonuses for Rental Housing

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Neighborhood/Community Commercial, Office, General Commercial, or Regional Commercial use if such development: (a) is designed to facilitate transit ridership and pedestrian activity; (b) is compatible, well integrated, and part of an appropriate residential or mixed use environment; and (c) the site and architectural design is of exceptional quality and exceeds the City's minimum design standards. The appropriate density for a given site should be determined based on compatibility with the surrounding land uses. Generally, the density of residential development allowed under this policy should not exceed 65 dwelling units per acre for properties on Major Arterial (115-130 ft. ROW) streets and 40 dwelling units per acre for properties on Minor Arterial (80-106 ft. ROW) or Major Collector (60-90 ft. ROW) streets.

#### **Density Bonuses for Rental Housing**

In order to encourage the production of rental housing, rental housing projects proposed on sites of greater than two acres may be approved within the next higher density range than that shown on the Land Use/Transportation Diagram. The alternate density allowed herein may be approved only in the context of a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, that precludes condominium, cooperative apartment or other ownership of individual units for a minimum period of twenty years.

#### **Density Bonus for Affordable Housing**

In order to encourage the production of housing units affordable to low- or moderate-income households, a density bonus may be provided under a Planned Development zoning or with a use permit, in

conformance with the requirements of the City of San José Zoning Ordinance. For a residentially-designated property, a density bonus is allowed for proposed housing projects of five units or more which will contain units affordable to households of extremely low-, very low-, low-, or moderate-income. The percentage of density bonus should not exceed the percentage of proposed units affordable to extremely low-, very low-, low- or moderate-income households except that a density bonus of 50% would be allowed for a project with at least 10% of its units affordable to households of extremely low- or very low-income or 20% affordable for households of low income.

#### **Location of Projects Proposing 100% Affordable Housing**

In order to encourage the production of housing units affordable to extremely low-, low- and moderate-income households, flexibility as to the use and density permitted may be provided. For properties designated for Residential, Commercial, Industrial with the Mixed Industrial Overlay, Mixed Use, or Public/Quasi-Public use on the Land Use/Transportation Diagram, development of housing at any density may be allowed under Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, if such housing in its entirety is:

- Rental or ownership housing affordable to very low-, low- or moderate-income households-; and
- Proposed for a site and density compatible with surrounding land use designations-; and
- Located on a site consistent with the housing distribution policies of this Plan.

## V. LAND USE/TRANSPORTATION DIAGRAM

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If located within 2,000 feet of a rail station, the development may also include a mixed-use component such as neighborhood-serving retail or childcare facilities. Mixed-use components are particularly encouraged for larger projects.

### **Use of Surplus City Owned Properties for Affordable Housing**

Surplus properties owned by the City of San José may be used for the development of affordable housing at any density, regardless of the land use designation of these properties on the Land Use/Transportation Diagram, if the following criteria are met:

- The proposed project in its entirety provides rental or ownership housing affordable to extremely low-, very low-, or low-income households and the Housing Department certifies that the project is affordable to these households.
- The units are reserved as affordable housing for a period of not less than 30 years and this reservation is recorded, or, the property will be owned or managed by the City or the County Housing Authority for an equivalent period of time.
- The design of the proposed project contributes positively to the surrounding neighborhood and that adjacent or nearby uses will not adversely affect the proposed project.
- The proposed project is developed under a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance.

### **Population-Dwelling Unit Equivalency**

A residential development designed to have a maximum population, rather than a number of dwelling units, may be found consistent with a residential land use designation by using a "population-dwelling unit equivalency" calculation. To calculate population dwelling unit equivalency, the density allowed under the existing General Plan land use designation is multiplied by the average household size for the City to determine the number of conventional dwelling units to which the development would be equivalent. Application of this Alternate Use policy is appropriate for residential developments which have lesser traffic impacts and lesser demands for City services than would be expected for an equivalent population occupying conventional dwelling units. Examples include senior citizens housing, convalescent hospitals and independent-living establishments for handicapped persons.

### **New Public/Quasi-Public Uses**

The Land Use/Transportation Diagram does not specify sites for all future public or quasi-public development. For sites without the Public/Quasi-Public land use designation, the determination of conformance with the General Plan of proposed public or quasi-public developments will be made on the basis of the applicable General Plan goals and policies and a demonstrated need for the public/quasi-public facility being proposed, not on the basis of the land use designation applicable to the property. However, because of a limited supply of land available for multiple-family housing, public/quasi-public uses are discouraged in areas designated for residential densities exceeding twelve units per acre except in the Downtown Core Area. Because of the limited supply of land available exclusively



## **DISCRETIONARY ALTERNATE USE POLICIES**

### **Use of Surplus City Owned Properties for Affordable Housing**

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for industrial uses, new public/quasi-public uses are also not appropriate in industrially designated areas unless the site is designated with the Mixed Industrial Overlay.

#### **Reuse of Non-Conforming Residential Properties**

In order to protect and enhance the established character and scale of development in residential neighborhoods, an existing structure may be converted to residential use which does not conform to the applicable land use designation if to do so would improve land use compatibility with the surrounding neighborhood and would preserve the existing structure. For example, this policy would allow a residence in a single-family neighborhood that had previously been converted to a residential service facility or other group living arrangement to be converted to condominiums. Such a conversion may only be allowed in conformance with the requirements of the City of San José Zoning Ordinance and should address the on-site parking, tenancy and other factors which are deemed important for determining compatibility with the neighborhood.

#### **Residential Density Increases Along Major Transportation Arterials or Corridors**

In order to encourage the production of housing and the utilization of existing or proposed mass transit facilities, higher density residential (minimum of 17 DU/AC and maximum of 65 DU/AC) or residential/commercial mixed-use development may be allowed on residentially designated lands, in conformance with the requirements of the City of San José Zoning Ordinance, only if the following criteria are met:

- The project is within a 2,000 foot radius of a passenger rail station, within the

Downtown Frame Area, within 500 feet of The Alameda (north to Shasta/Lenzen Avenues), or within a Transit-Oriented Development Corridor or Station Area Node.

- The project includes an attached residential product.
- The project exceeds minimum City design standards and is of exceptional quality.
- The project is designed to integrate with the existing neighborhood and does not impair the viability or character of the neighborhood.
- Neighborhood serving commercial uses, if any, are well integrated into the residential development, with vertical mixed use encouraged.
- The project complies with the Transportation Level of Service Policy.

#### **Neighborhood Serving Commercial Uses on Residentially Designated Parcels**

Expansion of a commercial use which is located within a residential neighborhood and is separate from any larger commercial area in the neighborhood may be allowed in conformance with the requirements of the City of San José Zoning Ordinance on properties designated for residential use provided that the total building area of new and existing contiguous commercial properties does not exceed 30,000 square feet, that the use is primarily neighborhood serving, that the scale of any new structures and associated activity is compatible with the surrounding neighborhood and that the surrounding neighborhood not be subjected to undesirable impacts from the commercial use such as parking, noise, littering, odors, hours of operation, etc.

## V. LAND USE/TRANSPORTATION DIAGRAM

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Any rezoning of residential structures should be structured to facilitate the re-establishment of residential use if circumstances warrant.

### **Non-Transportation Uses Within Developed State Transportation Corridors**

In an area which is designated as a State Transportation Corridor and which is fully developed as a freeway or multi-modal transportation facility, an additional non-transportation use may be allowed on vacant lands (including land located under raised freeway structures) which are offered for lease by the State. Where such sites are not desired for use as public parking, other uses may be considered, in conformance with the requirements of the City of San José Zoning Ordinance, to the extent that they are compatible with the developed freeway and with surrounding uses. No additional use should be allowed which contributes to deterioration of service level on the freeway, on adjacent streets or at nearby signalized intersections or is impacted by noise. The maximum intensity of development allowed under this category should be limited to a FAR of 1.0.

Any non-transportation use which is approved should be visually integrated with freeway structures and should incorporate substantial areas of high quality landscaping.

### **Alternate Designation for Proposed Freeways and State Transportation Corridors**

When an area is designated as a proposed freeway or State transportation corridor and its dedication is not required by the City, that area has an alternate land use designation. Unless that alternate land use designation is specifically shown on the Land Use/Transportation Diagram, the alternative land

use designation is the designation of the property which bounds the proposed corridor. If the proposed corridor is bounded by more than one designation, each designation applies to the centerline of such corridor.

In the event land is subdivided within a future freeway or State transportation corridor, the recorded Parcel Map or Subdivision Map shall show the corridor traversing the lots.

If the City does not require dedication of an area designated as a proposed freeway or State transportation corridor, the City may nevertheless accept dedication of the area for reservation of the corridor. If a portion of the dedicated parcel remains outside the corridor, the City may permit that portion of the property bordering the corridor to be developed with a greater intensity if all of the following criteria are met:

1. The subject property includes a portion of the parcel within the proposed corridor and a portion bordering it.
2. Both portions have the same alternate land use designation.
3. The development intensity permitted on the portion of property bordering the proposed corridor does not exceed the amount which would otherwise have been permitted on the entire parcel if dedication had not been accepted. ■

## **TRANSPORTATION DIAGRAM**

The Transportation components of this Plan include both existing and planned transportation improvements. The planned transportation facilities are expected to be constructed at some point in the future. This planned transportation network is consistent with all adopted City, County and regional transportation plans. The Land Use components of this Plan set forth all the planned development that may occur over the life of the Plan. Upon full completion of the transportation network and buildout of the planned land uses, the transportation system will fully support the traffic generated by the increased growth.

Due to the long-range planning horizon for this Plan, the City cannot accurately predict the exact timing of the transportation improvements. Not all of these improvements nor buildout of the planned land uses will necessarily be constructed within the timeframe of the Plan. Therefore, to ensure that the Transportation and Land Use components of this Plan remain correlated at interim stages and that development does not occur without an adequate transportation network, development should conform to the City's Transportation Level of Service Policies as set forth in this Plan. This will ensure that development will occur in conjunction with the necessary local and/or regional transportation improvements. This policy will be implemented through the use of the implementation and mitigation policies contained in this Plan. This may require the phasing of development so that development is correlated to completion of transportation improvements.

The City's transportation system has a number of components which together perform the critical function of moving people and goods from one place to another. The suburban nature of the City, together

with the geographical imbalance of the jobs and housing centers within the County, cause many segments of the transportation system to function beyond capacity during the peak commute hours.

The Transportation System includes three major components: the Thoroughfare Network (including rail lines), the Transit System and a group of travel control measures called Transportation Systems Management. Rail transit routes can be incorporated into many types of thoroughfares and rail lines. To emphasize the importance of rail transit, a separate diagram is included in the General Plan to clearly set forth these routes. Bikeways can also be incorporated into many types of thoroughfares as well as into scenic trails and pathways. To illustrate which corridors have existing bikeways and which are planned for future bikeways, a diagram of the Transportation bicycle Network is included in the General Plan.

## **Thoroughfares**

The Thoroughfare network is designated on the Land Use/Transportation Diagram and denotes the location and type of all of the components of the City's thoroughfare or street network except minor streets. The Diagram indicates the ultimate planned right-of-way width for the various types of City streets. Other facilities, such as transportation and transit corridors, freeways and expressways are described according to their function rather than specific right-of-way width.

The following are the definitions of the thoroughfare network components, as designated on the Land Use/Transportation Diagram.

## V. LAND USE/TRANSPORTATION DIAGRAM

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### **State Transportation Corridor**

A facility designed to accommodate several different travel modes, such as transit and automobile travel. In general, such a corridor provides no access to abutting properties and its primary function is traffic movement. This designation provides for a 130 foot wide right-of-way multi-modal transportation corridor, providing for development of transportation facilities potentially including, but not limited to, major arterial/expressway roads, busways, light rail, bike paths, equestrian trails and pedestrian paths.

### **Transit Mall**

A street or streets improved for pedestrian use near key transit stops. While the roadway is retained, it is reserved primarily for buses, light rail (street cars) and service vehicles, but not necessarily for automobiles.

### **Pedestrian Mall**

A right-of-way primarily used by pedestrians which is designed to provide safe, attractive and convenient access to portions of the Downtown and Frame Areas where significant pedestrian traffic exists or where pedestrian traffic is encouraged. Light rail transit facilities are also appropriate in pedestrian malls. Automobiles, trucks and other vehicles (except emergency vehicles), and parking are not appropriate in pedestrian malls. Structures, other than those that support the pedestrian mall or light rail transit facilities, should not encroach into pedestrian mall rights-of-way. The Paseo de San Carlos (formerly East San Carlos Street between Fourth and Tenth Streets) is designated as a pedestrian mall and is intended to facilitate the safe movement of students and other pedestrians between the San José State University campus and adjacent Downtown neighborhoods.

### **Freeway**

A facility designed solely for traffic movement, providing no access to abutting properties and designed to separate all conflicting traffic movement.

### **Expressway**

A facility designed primarily for traffic movement, providing little access to abutting properties. Such facilities generally include median areas dividing traffic directions, some intersecting streets allowing right turn access, some grade separated interchanges, and some major intersections controlled by signals. (Note: State Highways are considered to be in this category.)

### **Interchange**

A facility designed to permit traffic to move freely from one road to another without crossing another line of traffic. There are two types of interchanges identified under this designation on the Land Use/Transportation Diagram: Approved and Candidate. Approved Interchanges may or may not already be constructed and include all interchanges in the City for which all study and environmental clearance has been completed. Candidate Interchanges are potential interchange locations for which further study and environmental clearance are required. Upon completion of the required studies and environmental clearance, the Candidate Interchange would no longer be considered as a Candidate and would be considered as an Approved Interchange. Candidate Interchanges currently include:

Route 101/Mabury Road  
Route 87/Route 880  
Route 87/Airport Parkway  
Route 87/Taylor Street  
Route 101/Branham Lane  
Route 101/Metcalf Road

Route 101/Bailey Avenue  
Route 101/Coyote Valley Parkway  
Route 85/Prospect Road  
Route 85/Quito Road  
Route 237/Lafayette Street

### **Separation**

A facility designed to allow traffic from one roadway to cross over or under another roadway without interrupting traffic flows or allowing traffic from one roadway to access the other roadway. These facilities are also characterized as "grade separations" and usually consist of a structure that elevates a roadway or rail bed of one transportation facility over another. The Separations shown on the Land Use/Transportation Diagram are either existing facilities or are proposed on approved State, County or City transportation facility plans.

### **Arterial (Minor/Major Street)**

A facility which accommodates major movements of traffic not served by expressways or freeways. The Arterial street is designed mainly for the movement of through traffic, which may include light rail transit, but also normally performs a secondary function of providing access to abutting properties. Even though abutting property has access to the facility, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. Two widths of Arterial streets are shown on the Land Use/Transportation Diagram: Minor - 80 to 106 foot right-of-way and Major - 115 to 130 foot right-of-way. The 80 to 106 foot right-of-way can accommodate either two or four travel lanes. The number of lanes depends on the function of the arterial, its location, and the volume of traffic it is expected to handle. Arterials are generally planned to contain four or more travel lanes but some arterials as a matter of policy will remain two lanes. A list of planned Two Lane Arterials is provided in

Appendix E. These right-of-way standards may be varied in unique situations provided that the planned function of the Arterial street is not compromised by the alternative right-of-way; for example, narrower rights-of-way may be appropriate in older neighborhoods to avoid excessive property requirements for street widening projects and wider rights-of-way may be desirable for design reasons in such areas as the North Coyote Valley Campus Industrial area. Wider rights-of-way may also be necessary on some Arterials, such as Tasman Drive, to accommodate up to six lanes of traffic as well as light rail transit facilities.

### **Major Collector**

A facility which serves internal traffic movements within an area and connects this area with the major arterial system. It does not handle long through trips but does provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. The right-of-way standard for Major Collector streets is 60 to 90 feet, which can accommodate two or four lane streets. This right-of-way standard may be varied in unique situations where strict adherence to the standard would be unreasonable provided that the planned function of the Major Collector street in question is not compromised by such an alternative right-of-way. Appendix E specifies the maximum number of lanes for each Major Collector street.

### **Local Street**

A facility having the primary function of providing access to immediately adjacent land. Local streets may be divided into sub-classes according to the type of land served, such as residential and industrial. Local streets are not expressly identified on the Land Use/Transportation Diagram.

## V. LAND USE/TRANSPORTATION DIAGRAM

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### Freeway Connector

A facility having the primary function of providing access between the arterial street system in the Downtown Core Area and the adjacent freeways (State Route 87 and Highway 280). Such facilities are normally one-way and sometimes function in pairs, or couplets, of two, one-way streets in opposing directions. In one specific case, the portion on North Almaden Boulevard between West Julian Street and West St. John Street on the easterly side of Highway 87, two-way traffic flow is permitted for an interim period, beginning in January, 1999. This traffic pattern should be re-analyzed upon the completion and full operation of the upgrade of Highway 87 to full freeway status to assess whether the two-way function is creating a traffic impact to the Downtown Core Area. If so, the City should eliminate the two-way traffic pattern and return it to one-way.

### Rail Line

An exclusive rail right-of-way for the local or regional movement of freight and/or passengers. Heavy rail transit such as BART requires grade separation from the surface street. Light rail transit and diesel-fueled trains, such as CalTrain, do not require grade separation, utilizing the surface street right-of-way.

### Contingent Designation

This transportation component consists of an alternate designation/alignment of Bailey Avenue as shown on the Land Use/Transportation Diagram. The implementation of either designation or alignment may be found consistent with the General Plan.

Bailey Avenue is shown in two alternate alignments between Santa Teresa Boulevard and McKean Road. Affected properties

should be required to dedicate and improve streets and/or reserve rights-of-way for both alignments. Either alignment may be selected by the City Council following the certification of a Final EIR. Upon such selection of a preferred alternative, the other alignment will no longer conform to the Land Use/Transportation Diagram and the dedication and improvement or reservation of right-of-way will no longer apply.

### Transit System

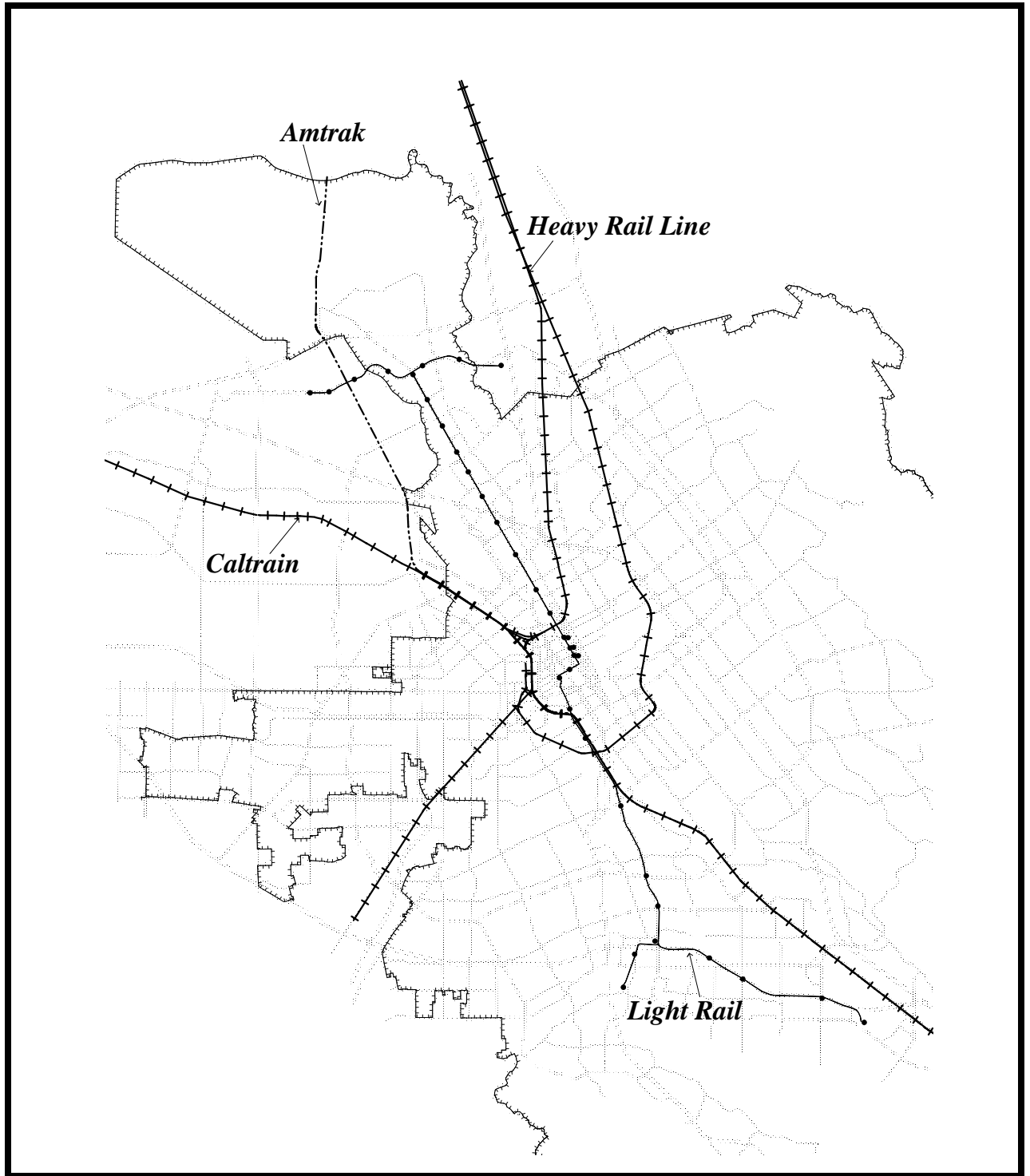
The Transit System consists of the Santa Clara County Transit District System and the CalTrain Peninsula Rail Service. The Santa Clara County System includes bus service and the light rail transit. The bus service, which will include a 750 bus fleet by the year 2000, is comprised of approximately one hundred 150 passenger articulated coaches and over 500 passenger coaches. The Transit District plans to have 600 of these coaches in service during the peak commute hours. In addition to the regularly scheduled service, the Transit District will continue to provide express bus service to high intensity employment centers including the Downtown Core Area, the Civic Center, North San José/Santa Clara industrial areas and Lockheed. The CalTrain service extends from Downtown San José northward to San Francisco, providing access to Peninsula cities. The southerly terminus of the

CalTrain line is planned to extend to Gilroy before the year 2000.

### Transportation Systems Management/Transportation Demand Management

Transportation Systems Management/Transportation Demand Management (TSM/TDM) includes a wide variety of measures and techniques, both public and private sector initiated, to improve the efficiency

MAP 14. RAIL TRANSIT DIAGRAM



## V. LAND USE/TRANSPORTATION DIAGRAM

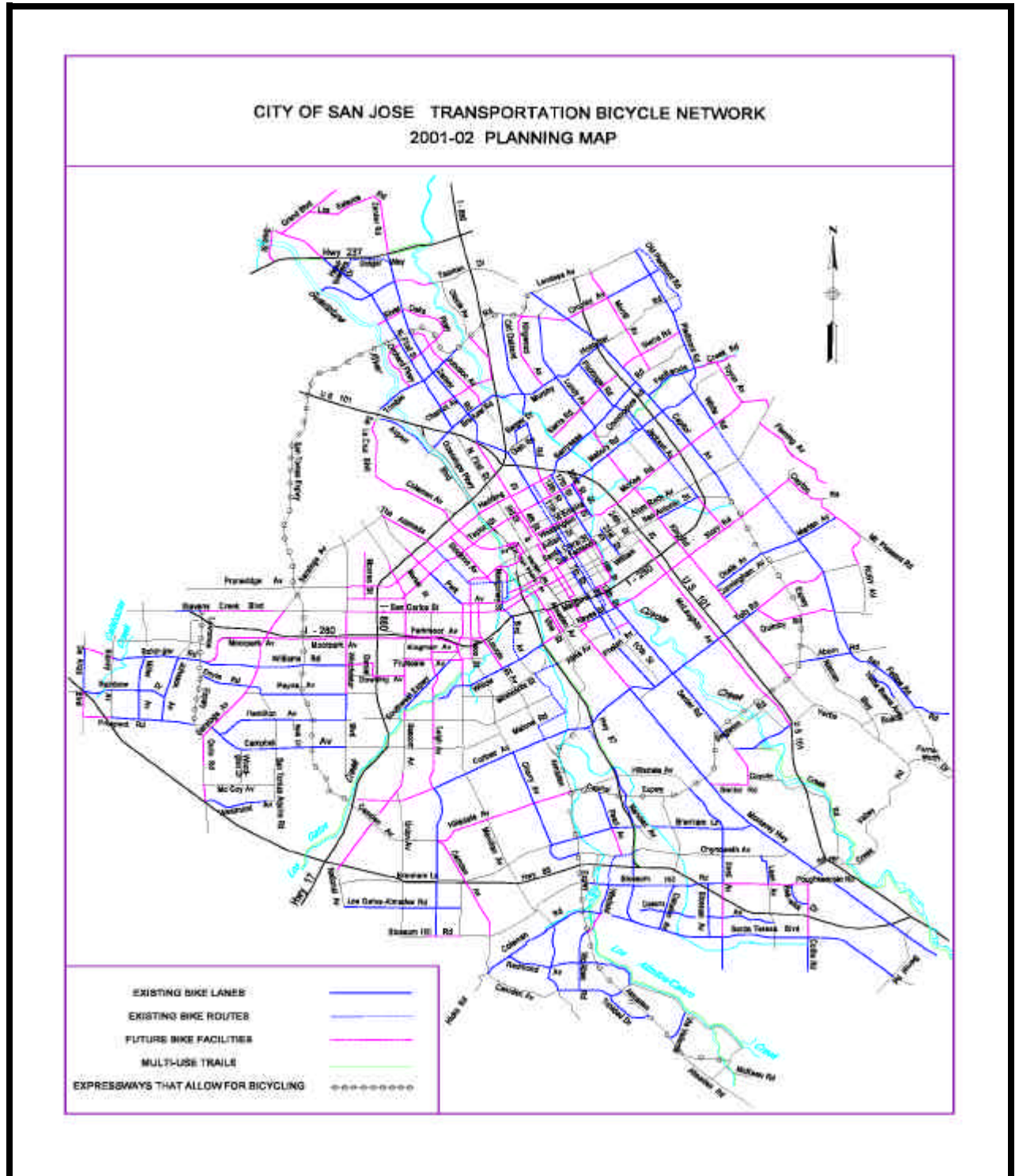
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## TRANSPORTATION BICYCLE NETWORK DIAGRAM

### Map 15. Transportation Bicycle Network Diagram

Source: Department of Transportation

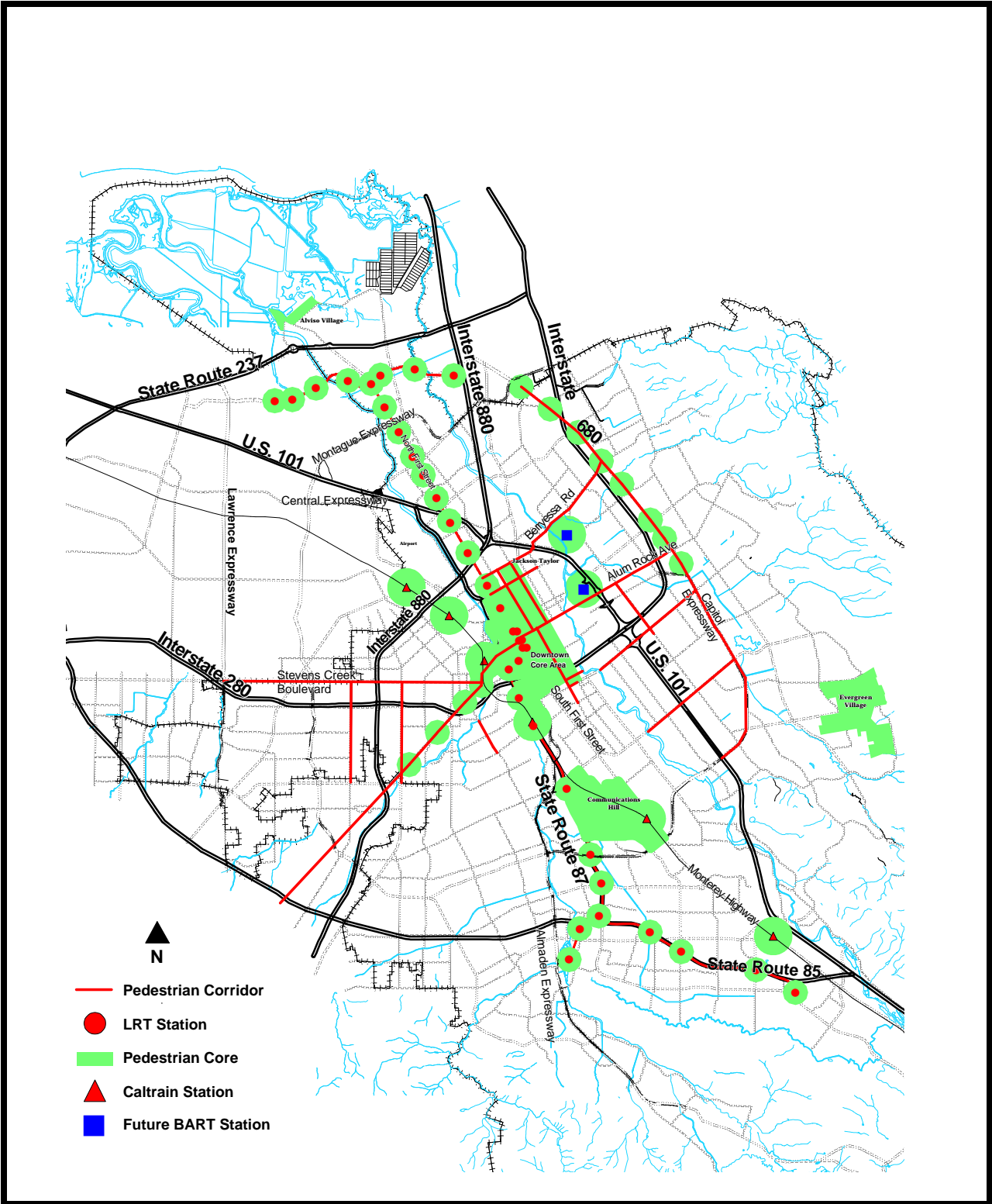


Source: Department of Planning Building and Code Enforcement

## V. LAND USE/TRANSPORTATION DIAGRAM

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Map 16. Pedestrian Priority Areas



## V. LAND USE/TRANSPORTATION DIAGRAM

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and effectiveness of the existing and planned transportation system. Many of these measures are not functionally a part of the transportation system itself, but can be supported and improved through specific programs of the public and/or private sector.

Public sector TSM measures include improvements to intersection signalization systems for better traffic flows, the construction of park and ride lots and High Occupancy Vehicle (HOV) lanes to promote public transit and ridesharing. Other measures include the development of peripheral parking areas with shuttle service into the Downtown area and the development of on-ramp metering to improve the efficiency of area freeways during the peak commute time.

Private sector TDM measures include computer matching programs, vanpool programs and preferred parking for employees who participate in car or vanpool programs, subsidy of transit or shuttles to rail stations, and bicycle parking. Another significant area of Transportation Demand Management consists of employers effecting shifts in peak hour travel by encouraging flexible work hours, staggered work hours or shortened work weeks.

As part of the Golden Triangle Task Force process, a TDM program for participating cities was developed. The program seeks to reduce the peak traffic volume by encouraging transportation alternatives to the single occupant vehicle. The program is discussed in more detail in the Special Strategy Area for the Golden Triangle. The City is actively participating in the countywide effort to support and implement these TDM strategies through its ongoing role in the Santa Clara County Congestion Management Agency.

The Transportation policies in the Services and Facilities section of the General Plan

encourage public and private sector TSM/TDM measures. ■

### RAIL TRANSIT DIAGRAM

A significant component of San José's planned transportation system is rail transit. Rail transportation provides an important alternative to passenger vehicles using roadways and is an important means of transporting freight. Rail transit is an efficient and rapid mode of transportation and is considered part of the regional transportation network.

The Rail Transit Diagram delineates existing or approved heavy or light rail lines. As proposed new routes are identified and approved by the appropriate local, regional, State, and Federal agencies, they will be added to the Diagram. In addition, the Diagram specifies the location of rail stations, multimodal stations, and Transit Malls.

The following are the components of the rail transit system as designated on the Rail Transit Diagram at the end of this section:

#### Heavy Rail

A type of rail transit whose high speeds require an exclusive rail right-of-way. Heavy rail systems can obtain power from an electric third rail (e.g., BART) in which case grade separation from surface streets is necessary. Typically, heavy rail transit is designed for long distance, intercounty travel. Travel speeds can be as high as 80 miles per hour with an electric third rail.

Most of the heavy rail facilities in San José are devoted to railroad freight operations and provide important regional linkages for the producers of manufactured items and other goods to their markets.

### **Light Rail**

A type of rail transit which can be constructed at the surface street level due to an overhead electrical cable system providing power to the rail cars, making a separate right-of-way unnecessary. Light rail lines are intended to be located within the rights-of-way of Land Use/Transportation Diagram facilities, for the most part. However, engineering or safety requirements may occasionally require the placement of LRT lines in neighborhood streets. Light rail transit can travel at the local posted speed limit or up to 55 miles per hour.

### **Rail Station**

An origin or destination point along the rail route which provides passenger access to residential, employment, retail, service, community, and recreational areas. Parking lots, connections to bus transit lines, and other amenities may be provided at stations.

### **Multimodal Station**

A rail station which either links two or more rail transit systems, such as a connection between light rail and heavy rail routes, or links rail transit with long-distance passenger rail service. Connections to bus transit lines may also be provided.

### **Transit Mall**

As described in the Transportation Diagram section, the Transit Mall includes streets which are improved for high pedestrian use. Light rail transit and bus lines are accommodated within the street right-of-way, facilitating transfers between the two transportation modes. ■

## **TRANSPORTATION BICYCLE NETWORK DIAGRAM**

For many types of trips, bicycling provides an affordable alternative to the automobile. Furthermore, accommodating bicycle travel on the City's roadway system is consistent with the City's goal to reduce automobile emissions and traffic congestion. The Transportation Bicycle Network is a grid pattern of existing and planned bikeways that interconnect residential neighborhoods with employment, recreation, education and transit centers. The Network primarily makes use of arterial, collector and local streets but also includes many of the City's scenic trails and pathways. The Network consists of the following three types of Caltrans designated bikeways:

**Bike Paths:** Special pathways completely separated from motor vehicle traffic by space or physical barriers. They are usually identified by signs and may also have pavement markings. Bike paths may also be open to pedestrians. Often located along riparian corridors or park chains, Bike Paths can provide bicyclists an alternative to the roadway system.

**Bike Lanes:** Lanes located on the edge of a roadway identified by "bike lane" signs, special lines, or other pavement markings. Bike lanes are established along streets, through corridors where there is significant bicycle demand.

**Bike Routes:** Roadways designated as bike routes by "Bike Route" signs. They do not have special lanes for bicycles and bike traffic shares the roadway with motor vehicles. Bike routes serve either to provide continuity to other bicycle facilities or designate preferred routes through high demand corridors.

## V. LAND USE/TRANSPORTATION DIAGRAM

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### **Pedestrian Priority Areas Diagram**

Walking is an important mode of transportation in San José for a wide variety of trips, such as accessing transit, attending school, shopping, visiting parks, and enjoying the outdoors. To accommodate this variety of pedestrian activity, all streets in San José should have sidewalks, street trees, and features to provide a pleasant, safe, and convenient walk, and accessibility to people with disabilities. Development should be oriented to the pedestrian to facilitate increased walking citywide. Pedestrian activity is also planned along the Scenic Routes and Trails, as discussed in the next section.

Some areas of San José already have significant pedestrian activity, such as the Downtown Core and Frame Areas, and Neighborhood Business Districts. Other locations are planned for extensive pedestrian activity to encourage transit ridership, such as the Midtown Planned Community. The Pedestrian Priority Areas Diagram depicts the areas with expected high levels of pedestrian activity. The General Plan, through specific land use designations and/or policy, requires pedestrian friendly development and land uses which best support these pedestrian activity areas. The intent of the Pedestrian Diagram is to encourage and facilitate a physical environment conducive to higher levels of walking. Urban Design and Pedestrian Facilities Policies contained in the General Plan identify design considerations for streets with high pedestrian volumes. The pedestrian Diagram identifies two types of pedestrian facilities:

**Pedestrian Corridors:** The corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood

connectivity, and linkages to transit stations or Pedestrian Cores.

**Pedestrian Cores:** The cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet. For CalTrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet.

### **SCENIC ROUTES AND TRAILS DIAGRAM**

San José extends across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San José with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San José's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San José and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

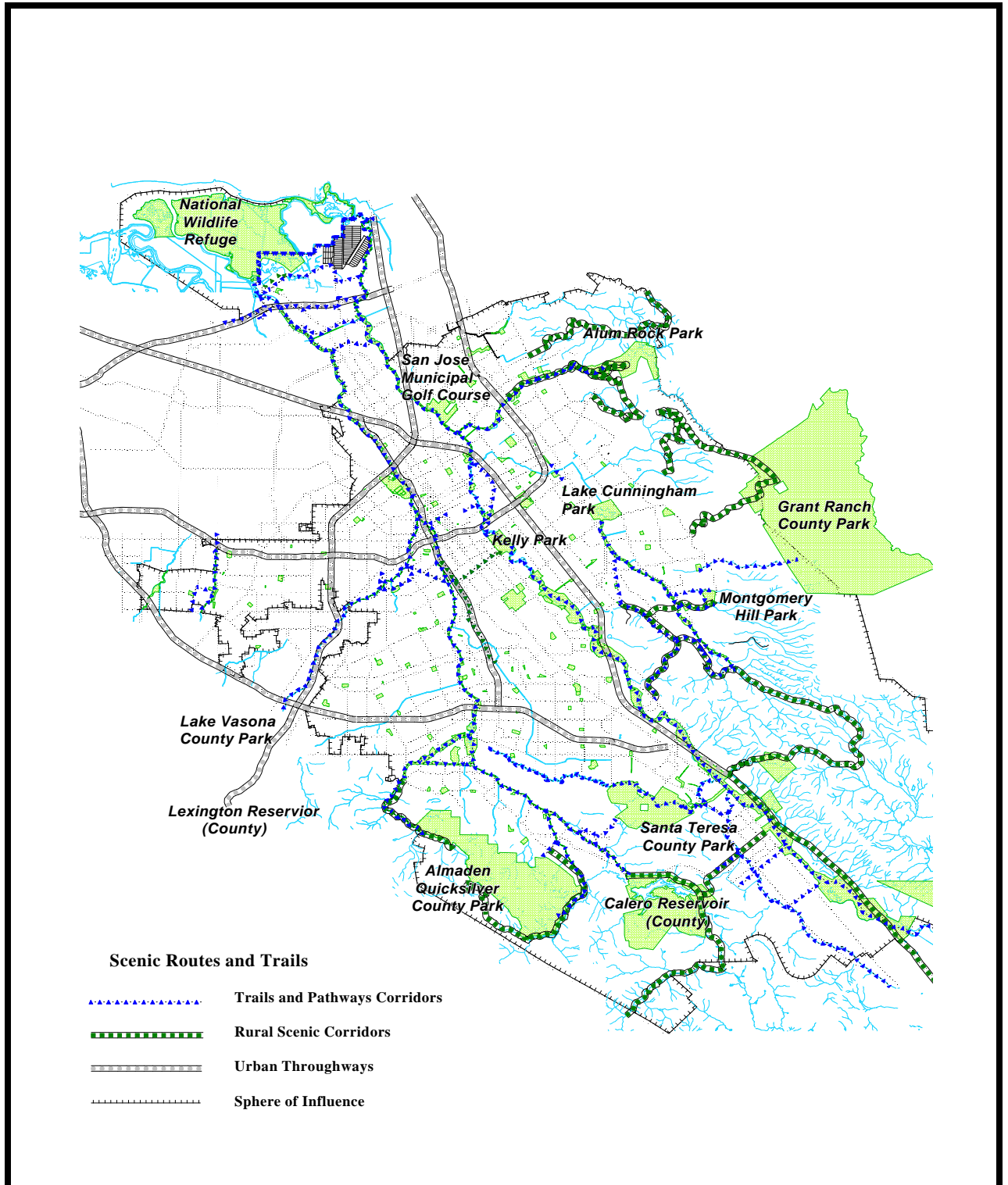
#### **Scenic Routes**

San José possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a

# SCENIC ROUTES AND TRAILS DIAGRAM

## Scenic Routes

**Map 17. Scenic Routes and Trails Diagram**  
Specific land Use Plan - Adopted 12-8-99



## V. LAND USE/TRANSPORTATION DIAGRAM

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## SCENIC ROUTES AND TRAILS DIAGRAM

### Scenic Routes

consistent plan to preserve and enhance the environment and to provide for convenient access and attractive linkages through and between areas of significant scenic value.

Outstanding scenic areas located throughout the community include expanses of undevelopable land, hillside areas, major parks and urban centers. There is a need to provide physical and visual linkages between such areas. In addition, striking views exist along many major roadways entering the City. Design of these entryways should incorporate attractive landscaping and exceptional architectural qualities.

The integrated system of scenic routes illustrated on the Scenic Routes and Trails Diagram serve four major functions:

- **Pleasure Travel:** Well designed and attractively landscaped roadways, with appropriate separations of movement making travel through and around the City a pleasant experience for its own sake.
- **Access:** Convenient and attractive access from all parts of the City to major urban centers, pastoral rural areas, regional parklands, streamside parks, nature preserves, hillside areas, the Bay and baylands.
- **Environmental Protection:** Designation of corridors along scenic roads to preserve immediate scenic qualities and enrich distant views.
- **Community Image:** Refinement of community image through easily identifiable scenic routes lacing the City and connecting major points of reference and creation of a greater awareness of the City and its environmental heritage.

There are two types of scenic routes designated on the Scenic Routes and Trails Diagram. They are Rural Scenic Corridors and Urban Throughways and are defined as follows:

**Rural Scenic Corridors** are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these Corridors can be defined as the scenic route right-of-way plus the landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the Scenic Routes and Trails Diagram angle and speed at which certain features come into view and the road design and geometrics are all important factors.

Permitted land uses in Rural Scenic Corridors should be limited to well landscaped campus industrial uses, single-family residences, agriculture, parks, trails, and other open space uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.

Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.

In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.

## V. LAND USE/TRANSPORTATION DIAGRAM

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**Urban Throughways** are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the

State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in determining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San José. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San José will be able to promote a positive community image and identity.

### **Trails and Pathways**

San José is an area rich in natural and scenic resources. Many areas of significant natural value surround and traverse the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself. In addition, an extensive

system of regional parks and open space preserves are accessible to the residents of San José. They are developed by the City, Santa Clara County, the Midpeninsula Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the Countywide trail system.

Two regional trail systems are planned for the Bay Area: 1) the San Francisco Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays; and, 2) the Bay Area Ridge Trail, a regional system of recreational trail corridors planned to encircle the Bay Area via the surrounding mountain ridges. Portions of the Bay Trail and portions of the short term alignment of the Ridge Trail are already included on the Scenic Routes and Trails Diagram. The City should continue to work with other agencies in the development of a short term alignment for the Ridge Trail connection across North Coyote Valley between the foothills of the Santa Cruz Mountains and the Diablo Range and a long term alignment for the Ridge Trail through the Santa Cruz Mountains and the Diablo Range within the City's Sphere of Influence.

**Trails and Pathways Corridors** are the interconnecting trail system in the City of San José, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists

## SCENIC ROUTES AND TRAILS DIAGRAM

### Trails and Pathways

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will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:**

Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.

- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development

of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

**Bicycle Paths:** Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■

## V. LAND USE/TRANSPORTATION DIAGRAM

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